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# AMERICAN RAILROAD JOURNAL.

## ENGINEERING, BANKING, MINING, MANUFACTURES

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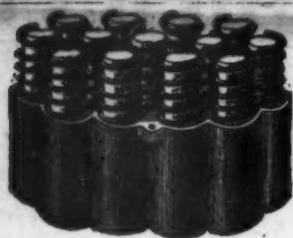
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**JOHN H. SCHULTZ, PUBLISHER AND PROPRIETOR,**

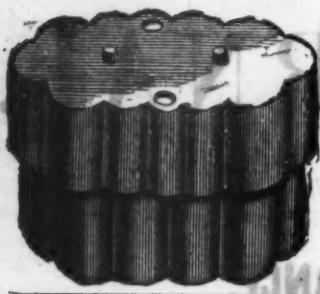
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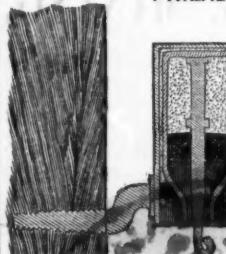
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# AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,  
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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SATURDAY, JUNE 19, 1869.

[WHOLE No. 1,731, VOL. XLII.

MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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The engine was purposely tested under the most disadvantageous circumstances, with a view of fully developing its power, for which purpose it was made to ascend Star Hill, the steepest incline in the city, which has a rise of one in twelve. The entire surface of the roadway had previously been thickly covered with stones of the ordinary kinds used on macadamized roads. The steam roller commenced its work soon after ten o'clock and, notwithstanding the increased difficulties it had to surmount, by four o'clock in the afternoon it had made repeated ascents and descents of the hill, the entire surface of which was rolled completely smooth, and fit for the passage over it of the lightest vehicles.

Rollers of this kind have been in use in England for over two years, and have cost almost nothing for repairs. They have also been sent out to Bombay, for use in the construction of roads. They travel at the rate of about two miles per hour, and can be used, with a few moments' labor in changing, for stationary engines, in pumping, driving stone breaking machines, lifting weights, etc. In Sheffield the Borough surveyor reports that he has used the roller (one weighing twenty-eight tons,) to great advantage, both in the construction of new roads and in the crowning of old ones, and in preparing the foundations of streets. This latter fact is of special interest to our citizens. It shows a method by which all our pavements can be more improved than by any patent yet introduced. Even the cobble stone, if the stones were of moderate size, and were laid evenly on a surface well rolled by one of these powerful machines, would be far more comfortable and far more durable than the best stone pavement we now have; while the Nicolson or Scrimshaw, treated in this manner, would preserve their excellent qualities as long as the materials themselves would last. Nor need the process be confined to the preparation of the bed. Its advantages in that stage would be just doubled if it were used to bring the stones, whether cobble or blocks, to an even grade after they are laid. In laying these now, the most skilful laborers leave them subject to uneven support from below. A stone a little larger than its neighbors is driven down to their level, but, when so driven, rests on a harder bed than they, and when the wheel strikes it, it resists more completely, and soon is

holes" commenced on either side of it. Had it been pressed down by a roller of fifteen tons' weight, which at the same time passed over its neighbors, the soil underneath would have received an even packing, and where it was pushed aside by the larger stones, would have been crowded under the adjoining ones—thus supporting all alike, and causing them to present a uniform and not easily disturbed surface. In this, too, lies the secret of durable Scrimshaw and Nicolson which, thus laid and rolled, would be certain of lasting until the material gave way.

Pavements having been thus prepared, the labor of cleaning and repairing, as well as the expense of using them, become very much lessened. Horses and vehicles last longer; larger loads and less freight become practicable; there is less dust, destructive to property and injurious to health; and, finally, the way is literally paved to the introduction of steam traction engines for the streets, which will make as great a revolution in traffic as did the locomotive.

On this point we subjoin the report of a test of a road traction engine, built for the War Department of England by the firm who are building the Prospect Park steam roller:

The requirements of the War Department were that the engine should be able to draw a load of not less than five tons on an ordinary road up an incline of one in twelve, and when working as a stationary engine, to drive a circular saw 3 ft. in diameter, with other conditions. The weight of the engine, with water, was not to exceed five tons, with fire box to burn either coal or wood. These conditions were fulfilled to the entire satisfaction of the inspecting officer, the engine driving the saw through a log of timber 14 inches square and 20 ft. in length, in a couple of minutes, with a boiler pressure of 35 lbs. to the square inch. The engine also drew a loaded wagon, weighing five tons, with the greatest ease, up Starhill, an incline of one in twelve, for 350 yards, the hill having been just previously covered with a thick coating of stones. The engine was filled with a compensating arrangement upon the driving axle, which enables it to turn sharp curves, either to the right or left, without disconnecting either wheel. During the trials the engine was supplied, driven, and steered entirely by one lad, without any other assistance, and on Saturday the same lad drove the engine alone, from Strood to Brompton Barracks, through the crowded streets of Rochester and Glastonbury.

## American Railroad Journal.

New York Saturday, June 19, 1869.

From the Brooklyn Daily Union, June 11, 1869.  
Rollers and Engines—Steam on Common Roads.

A few days since we gave a brief account of the steam road roller, imported by the Central Park Commissioners for use on the roads of the park. This roller weighed fifteen tons, and went up a rise of one foot in twenty with entire ease. It was tried at first on Sixth avenue, over a roadway of dry, fine sand, which, of course, presented the most difficult conditions, as no amount of pressure would compel the particles to adhere to each other.

The trial, therefore, was, in point of fact, no trial at all, except with reference to the power of the engine to propel the roller, of which very satisfactory evidence was given. We have testimony, however, as to the effectiveness of the machine, from England, where it was manufactured, which cannot be questioned. The roller came, as well the one ordered for Prospect Park, from the firm of Aveling & Porter, Rochester, England, whose agent in America is MR. W. CHURCHILL OASTLER, 43 Exchange Place, N. Y. It was tested by them before being sent out, and the following is the account from an English paper:

We ourselves expect in a few years to see Brooklynites bowling down to the ferries on a patent pavement laid with a steam roller, in carriages drawn by steam engines, at the rate of about eight miles per hour.

## Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York for five months of the year:

	1868.	1869.
Ashes, bbls.	1,953	4,080
Breadstuffs—		
Wheat flour, bbls.	864,405	898,387
Cornmeal, bbls.	177,083	139,609
Wheat, bush.	8,072,839	2,923,731
Rye, bush.	208,528	104,504
Oats, bush.	1,652,153	1,528,976
Barley, bush.	659,932	288,111
Peas, bush.	113,843	35,199
Corn, bush.	6,878,890	2,739,191
Cotton, bales.	339,159	310,594
Naval Stores—		
Crude turp., bbls.	3,566	8,916
Spirits turp., bbls.	18,837	23,382
Rosin, bbls.	167,190	237,376
Tar, bbls.	16,256	48,506
Pitch, bbls.	2,802	1,469
Provisions—		
Pork, pkgs.	70,697	62,787
Beef, bbls.	33,412	47,559
Cutmeats, pkgs.	56,285	59,950
Butter, pkgs.	155,191	240,017
Cheese, pkgs.	141,902	76,733
Lard, tcs. and bbls.	64,384	46,433
Do., kegs.	7,649	2,638
Whiskey, bbls.	10,016	68,607
Petroleum, pkgs.	281,926	322,296

Exports from New York to foreign ports of certain leading articles of domestic produce for five months of the year:

	1868.	1869.
Ashes, Pots, bbls.	1,550	1,923
Do., Pearls, bbls.	8	69
Beeswax, lbs.	273,771	67,398
Breadstuffs—		
Wheat flour, bbls.	387,464	392,623
Rye flour, bbls.	4,268	1,809
Cornmeal, bbls.	87,652	71,699
Wheat, bush.	2,504,379	3,291,855
Rye, bush.	153,093	.....
Oats, bush.	38,069	39,651
Barley, bush.	.....	.....
Peas, bush.	42,141	44,561
Corn, bush.	3,883,905	1,274,982
Candles, bxs.	37,612	23,765
Coal, tons.	20,188	34,489
Cotton, bales.	202,239	152,962
Hay, bales.	18,336	12,608
Hops, bales.	254	27,690
Naval Stores—		
Crude turp., bbls.	200	388
Spirits turp., bbls.	3,750	7,108
Rosin, bbls.	162,534	237,759
Tar, bbls.	3,202	25,445
Pitch, bbls.	1,607	1,872
Oils—whale, galls.	155,676	2,209
Do., sperm, galls.	175,190	257,710
Do., lard, galls.	110,193	19,454
Do., linseed, galls.	25,659	2,214
Provisions—		
Pork, bbls.	46,966	32,747
Beef, bbls.	11,348	11,890
Do., tcs.	37,933	33,723
Cutmeats, lbs.	21,932,090	26,198,892
Butter, lbs.	454,592	390,036
Cheese, lbs.	10,436,057	5,043,508
Lard, lbs.	22,511,422	15,099,996
Rice, tcs.	220	249
Do., bbls.	8,005	1,707
Tallow, lbs.	6,668,023	7,989,729
Tobacco, crude, pkgs.	29,483	37,728
Do., manf., lbs.	3,206,016	2,193,142
Whalebone, lbs.	269,369	147,079
Petroleum, galls.	17,104,398	22,669,373

**Richmond and Petersburg Railroad.**  
The receipts from operations of this road for the fiscal years ending September 30, 1867 and 1868, were as follows:

	1867.	1868.
From passengers .....	\$70,965 05	\$72,068 37
“ extra baggage & express freight.	6,466 06	4,879 28
“ U. S. mail .....	2,315 00	3,675 00
“ freight .....	49,538 31	60,880 32
“ miscellaneous .....	7,172 29	5,482 12
	<b>\$136,456 71</b>	<b>\$146,985 04</b>

Expenses, viz:		
Repairs of road .....	\$16,443 47	\$16,852 36
“ bridges .....	824 92	415 47
“ depots, etc .....	2,172 95	2,267 57
“ engines .....	5,361 10	6,351 83
“ cars .....	9,128 99	7,078 75
“ tools, etc .....	178 04	50 00
Oil, tallow and waste .....	1,961 15	1,225 38
Fuel .....	10,201 75	11,614 47
Train expenses .....	10,603 62	12,606 06
Depot .....	7,168 43	7,031 58
Officers' salaries .....	6,750 00	6,750 00
Stationery, etc .....	1,991 12	1,739 25
Insurance on buildings .....	1,435 39	1,431 55
Taxes .....	2,421 77	2,252 40
Loss and damage .....	110 50	657 77
Clover Hill transp. exp. .....	4,485 33	3,800 00
All other expenses .....	1,394 56	6,850 09
	<b>\$82,633 09</b>	<b>\$88,974 53</b>
Net receipts .....	<b>\$53,823 62</b>	<b>\$58,010 51</b>

In 1867 the extraordinary expenses, not included in the above, amounted to \$14,280 44—making the total expenditure in that year, \$96,913 53, and the net earnings, \$89,543 18. In 1868, the extraordinary expenses are included, and are as follows:

For new buildings .....	\$550 00
For new freight and coal cars .....	750 00
For reconstruction .....	3,356 77
For Petersburg extension .....	717 36

Total .....

\$5,374 13

Deducting this sum will leave the total ordinary expenses, \$88,600 40, against \$82,633 09 in 1867; and the total expenses, \$88,974 53, against \$96,913 53. The gross receipts show an increase as compared with the previous year of \$10,528 33.

The report says:

This exhibit of the earnings of the road for the past fiscal year, very nearly reaching the annual receipts before the war, while it is not all that could have been wished, yet under the disadvantages we have had to encounter, growing out of the peculiar condition of the country, is better than was expected. The receipts show an increase over the previous fiscal year of \$10,528 33, and the expenditures a decrease of \$7,939, an improvement in net income of \$18,467 33. Moreover, every locomotive, except one now in the workshops for repairs, and which will soon be out, is in good running order; and the roadway and the motive power are in so much better condition than they have been since the close of the war, that we may expect, for some time to come, a still further diminution in the cost of their maintenance. The business of the road, too, since the first of July, has shown a considerable increase.

In order to enable the Clover Hill Railroad Company to compete with coals in other markets, the Board of Directors agreed to a reduction in the charge for transporting coal to the three points, Richmond, Petersburg and Osborne, the reduction to take effect on the 1st of October, 1868. A quantity of coal greater than heretofore is now furnished for transportation; and if the expectation held out as to the quantity which will be raised during the present fiscal year should be realized, it is hoped that both companies will find their advantage in these reduced rates.

The through freights over this road, to and from points south of Petersburg, continue to increase, and must ultimately become a valuable part of its business.

The through travel, also, has been greater this year than last; nor have we reason to anticipate any reduction in that source of income.

The bridge across the Cape Fear River at Wilmington, N. C., is in progress, and it is expected will be completed next Spring. This work when in use will add very greatly to the comfort and speed of that route.

The construction of the railroad between Raleigh, N. C., and Cheraw, S. C., has been resumed, and when finished will shorten the distance materially between Richmond and Augusta, Ga. And should the contemplated road between Cheraw and Columbia, South Carolina, be completed, that line will then furnish the shortest route to Augusta from Washington City; which will ensure to this company its full share of the travel to and from all the Atlantic States south of us.

Shortly after the adjournment of the called meeting of the stockholders in April last, application was made by several of those stockholders residing in the Northern States, whose stock had been sequestered and sold during the war, for the payment to them of the dividends which had accrued on their stock thus sold; which dividends had been paid to the purchasers under the sequestration sale. This question was referred by the board to eminent legal counsel, upon whose advice a settlement was made in accordance with the following resolutions:

*Resolved*, That for the dividends which accrued between the 30th day of June, 1861, and the 1st day of January, 1865, to any holder of the common stock of this company, who was prevented from collecting the same by being beyond the territorial limits or military control of the Confederate States, the President and Treasurer be, and are hereby authorized to issue to such stockholder, or to his personal representative or assignee, certificates of shares of the common stock of the company at par, computing such unpaid dividends at their value in gold at the dates when they were severally declared, together with the current market premium in Richmond on gold on the 1st day of January, 1867, and giving to such stockholder, as nearly as practicable, one share of such common stock for each hundred dollars of such dividends so computed.

*Resolved*, That in any case where the amount of such unpaid dividend accrued to any such stockholder shall be less than one hundred dollars, or where, after converting as nearly as practicable the amounts of such dividends into stock there shall remain a balance of the same less than one hundred dollars, the President and Treasurer of the company be, and are hereby authorized and instructed to issue to any such stockholder desiring it, a certificate, expressing on its face that the same shall be convertible at the option of the holder, at any time prior to the 1st day of January, 1877, into the common stock of the company, at par, whenever presented in sums of one hundred dollars, and shall, until so converted, bear from time to time a rate of interest equal to the rate of dividends, which shall, during the same time, be paid on such common stock of this company.

Under this authority, certificates were issued for one hundred and twenty-four shares, out of the shares of the capital stock of this company owned by itself, and bonds, convertible prior to the first day of January, 1877, into stock, were issued to the amount of \$1,296 23; thus satisfying every claim for dividends on the part of our Northern stockholders.

In carrying out the views of the stockholders as expressed at their last called meeting, the Board of Directors, under advice of counsel, have called upon all persons, so far as known to them, holding certificates of stock issued in lieu of the stock of non-resident stockholders which was sequestered and sold by authority of the Government of the Confederate States, to surrender such certificates, that they may be cancelled as null

and void; and have directed a bill in chancery to be filed against those holders who refuse to comply with this demand.

The officers of the company have labored diligently during the year to conduct its business judiciously and economically, and are entitled to commendation for a faithful discharge of their respective duties.

The company have six locomotives, 4 first class and 6 second class passenger cars, 3 baggage and mail, 2 express, 27 freight, 14 platform, and 90 coal cars; besides this company's proportion of 8 first class, and 4 second class passenger, 4 baggage and 4 express and mail cars, owned jointly by the three roads between Acquia Creek and Weldon. Number of miles run, 81,172, at a cost for repairs of about 8 cents per mile run. Number of passengers carried, 54,870, of whom 22,187 were through, 32,095 local, and 588 Clover Hill passengers. Number of passengers carried one mile, 1,154,190. In addition to the above, 4,701 were carried free. Tons of freight transported (including 24,307 tons of coal,) 45,531 1/2.

#### GENERAL STATEMENT.

Cost of road and property from Richmond to Petersburg, including interest .....	\$922,822 39
Less loss by fire, April 3d, 1865 .....	254,318 30
<hr/>	
	\$668,504 09

Branch road to Port Walthall, including purchase of land, wharves, coal tracks and cars ..... 45,539 09  
Reconstruction of road ..... 219,852 50  
Land purchase ..... 44,178 26

Debts due to the company:  
This company's stock ..... \$3,772 56  
Open accounts ..... 43,292 91  
Cash on hand ..... 3,021 06

50,086 53  
Profit and loss ..... 185,816 92

\$1,213,977 39

Capital stock—  
Subscribed by individuals ..... \$300,000 00  
Converted loan stock at \$50 ..... 161,500 00

\$461,500 00

Subscribed by the State,  
old ..... \$200,000 00  
Do, new ..... 185,600 00

385,600 00

10,086 shares entitled to equal dividends ..... \$847,100 00

Debts due by the company—  
Convertible dividend bonds,  
1867 ..... \$1,296 23  
Coupon bonds due July 1,  
1875 ..... 13,500 00  
Coupon bonds due June 1,  
1875 ..... 93,500 00  
Registered bonds due June  
1, 1875 ..... 37,000 00  
Coupon bonds due Sept. 1,  
1870 ..... 175,000 00

320,296 23

Bills payable ..... 23,992 01  
Open accounts ..... 22,589 15

\$1,213,977 39

President.—CHARLES ELLIS.

Directors.—R. B. Haxall, T. H. Wynne, Dr. D. W. Lassiter, I. Davenport, Jr., James H. Cox.

Treasurer.—M. W. YARRINGTON.

Mr. Robert Fitz Roy has completed his survey of the Honduras interoceanic railroad. From his report it appears that the total cost of constructing the road, 240 miles in length, will be \$1,885,413.

#### Queenstown, Harrington and Breakwater Railroad.

Messrs. J. M. Barry & Co., who have taken the contract to finish the Junction and Breakwater Railroad to Lewes, have also the contract for grading and building the road from Queenstown to Harrington. They will complete this end of the road by the first of August, and the Queenstown and Harrington road by first of next year. Then we shall have a direct route from New York by water to Lewes across the Peninsula by rail to the Chesapeake and thence to Baltimore, Annapolis and Washington. The prominent men of both States think this road will pay and become the great freight route from New York South. Lewes will be a coal depot from which coal may be shipped by water to any point. The men engaged in this enterprise have the money and intend to push it through. One thing is sure the road will develop a large and productive section of country and give them a cheap and short route to the great markets of the country.—*Sussex (Del.) Journal*.

#### Dorchester and Delaware Railroad.

A number of gentlemen interested in the early completion of the Dorchester and Delaware Railroad from Seaford, Delaware, to Cambridge, Maryland, met several of the officers and directors of the Philadelphia, Wilmington and Baltimore and Delaware Railroads, in this city, on Wednesday, and entered into negotiations to secure the early completion of the road. The conference was very satisfactory and resulted in an arrangement by which the Delaware Railroad Company, backed by the Philadelphia, Wilmington and Baltimore Company, agree to render such assistance as is necessary for the immediate completion of the railroad to Cambridge in time for the transportation of this year's fruit crop in Dorchester County.—*Wilmington (Del.) Commercial*.

#### Railways in South America.

The last advices from Bolivia report that eighty miles of the Arequipa Railway are graded, and twenty-five miles of track laid, over which an engine runs regularly, transporting supplies from Mollendu to Cahuintala. There now remains only twenty miles of grading to be done.

The chief engineer of the projected railroad from Iquique to La Noria, in Peru, reports that work on the road has been already begun, and will be pushed forward to completion with all energy possible.

The progress on the Wallkill Valley Railroad is such that its managers announce that it will be opened to New Paltz, by the 1st of September. When it reaches that point it will be within nine miles of Poughkeepsie, on the west side of the Hudson, and where a road of that length over a highly favorable route, will open a direct road from Poughkeepsie to the Pennsylvania coal fields, thus cutting off twenty miles of the distance by way of Newburgh.

A company has been organized at North Adams, Mass., to survey for a railroad from that village to the Boston and Albany Railroad in Hancock, under the style of the Hancock and North Adams Railroad Company.

The Treasurer of the State of Louisiana advertises that all coupons on the bonds of the State, of all classes, will be paid at maturity at the Bank of America, New York.

Thirty thousand dollars have been subscribed to the capital stock of the Sussex Railroad Company, with a view to the completion of the road to Franklin, and its extension to the New York State line.

#### Signal for Railroad Switches.

A new signal for railroad switches has been patented by Mr. R. Stewart, of Bordentown, Superintendent of Telegraphs of the United Railroad Companies between New York and Philadelphia, and G. M. Phelps, an electrician, of Williamsburg, N. Y. The apparatus consists of a red signal, which is elevated and lowered by an electrical current, passing through the wires connecting with a switch situated nearly a thousand feet from the signal house. Whenever the switch is misplaced the red signal invariably shows itself. The first signal of this patent is in operation in Trenton and it is said to be completely successful.

#### Virginia State Debt.

From the information we have been able to gather, the Auditor of Public Accounts will not have on hand the funds with which to pay the interest on the State debt on the first of July next. This state of affairs is owing to the interruption of public business by the removal of all the civil officers in the State by act of Congress. The interest will be paid, however, by the first of August. The sum of \$625,000 was due the State of Virginia by delinquent sheriffs when Colonel Stanton was appointed auditor *ad interim*. He at once inaugurated steps to collect the money, and has received up to this time about \$300,000. Judgments will be obtained in a short time for the balance, and the whole amount will be collected.—*Richmond Enquirer*, 8th.

#### Tennessee Bonds.

The Nashville *Press* says that the money to pay the semi-annual interest on the Tennessee State bonds this July will have to be all borrowed. The semi-annual interest to be provided for is about \$1,100,000. The railroads provide about \$400,000 of this. The remaining \$700,000 must be provided for either by laws or by taxation. Not one railroad in the hands of receivers pays a cent in the Treasury in the way of interest to be provided for; the railroads ought to pay something over \$800,000. Instead of this they provide about half that sum.

#### Worcester (Md.) Railroad.

Captain Robert Irwin, of Baltimore, with his corps of engineers, arrived here to day to survey the Worcester Railroad. This will be happy news for all our people. It is to be hoped that the commencement of the work upon our road next week will be the beginning of the end shortly to be arrived at. We have no doubt those interested will find in the labors of Captain Irwin's surveyors all that they could desire, and will feel the importance of entrusting to him the construction of the road.—*Snow Hill Shield*, June 12.

The Jackson (Mich.) *Patriot* of May 26th, says: Work on the Grand River Valley Railroad, between Hastings and Grand Rapids, is progressing rapidly. Several miles of the road bed are already prepared, and track laying will commence as soon as the iron, which is on its way from New York, arrives. It is the intention of the officers of the company to have the road completed to Grand Rapids before the commencement of the State Fair.

The following gentlemen have been elected directors of the Schoharie Valley Railroad Company: Jacob Vroman, John G. Gebbard, Jr., Tobias Bouck, Samuel B. Stevens, William D. Gebbard and Charles Vroman.

The contractors have commenced work on the bridge over the Tallahatchie river at Panola, Miss.

## Commerce of New York.

The foreign imports at New York for the month of May, 1868 and 1869, are officially stated as follows:

	1868.	1869.
Entered for consumpt'n.	\$10,244,318	\$12,514,151
Do. for warehousing	10,541,079	12,876,131
Free goods	887,657	1,256,112
Specie and bullion	477,485	403,267

Total entered at port	\$22,150,539	\$27,049,861
Withdrawn fr. wareh'use	9,045,251	8,379,918

The foreign imports at New York for the five months from January 1, were:

	1868.	1869.
Entered for consumpt'n.	\$50,138,370	\$70,145,030
Do. for warehousing	49,659,206	60,730,169
Free goods	4,170,900	6,594,957
Specie and bullion	3,200,789	9,097,255

Total entered at port	\$107,169,265	\$146,567,411
Withdrawn fr. wareh'use	45,268,272	45,382,895

The foreign imports at New York for the eleven months ending May 31, were:

	1868.	1869.
Six months	\$116,072,182	\$123,552,971
January	15,418,571	22,542,529
February	20,818,337	25,827,280
March	26,512,934	34,798,290
April	22,268,884	36,854,651
May	22,150,539	27,049,661

Total for 11 months	\$223,241,447	\$270,120,382
Deduct specie	4,950,432	12,143,744

Total mdse.	\$218,291,015	\$257,976,638
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The duties received at New York for eleven months ending with May, were:

	1868.	1869.
Six mos.	\$54,731,301 44	\$57,845,963 97
Jan.	7,133,428 42	9,615,894 43
Feb.	9,696,752 39	11,996,628 46
March	11,195,861 33	13,027,672 02
April	10,023,029 37	10,727,099 86
May	9,728,476 45	9,688,820 34

Total 12 months	\$102,503,849 40	\$112,902,079 08
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The exports from New York to foreign ports in the month of May, were:

	1868.	1869.
Domestic produce	\$14,297,029	\$15,443,499
Foreign free goods	183,986	49,261
Do. dutiable	852,544	583,846
Specie and bullion	15,936,231	2,512,330

Total exports	\$31,269,790	\$18,588,946
Do. exclusive of specie	15,383,559	16,076,606

The exports from New York to foreign ports for five months from January 1, were:

	1868.	1869.
Domestic produce	\$68,466,768	\$65,237,062
Foreign free goods	371,303	97,689
Do. dutiable	3,268,064	2,717,486
Specie and bullion	37,279,972	13,116,362

Total exports	\$100,386,107	\$81,168,779
Do. exclusive of specie	72,106,135	68,052,417

The exports (exclusive of specie) from New York to foreign ports for eleven months ending with May 31, were:

	1868.	1869.
Six months	\$91,143,385	\$80,651,068
January	14,448,827	18,158,017
February	14,021,589	10,824,812
March	18,568,450	12,588,895
April	14,739,210	15,409,087
May	15,838,559	16,076,606

Total mdse.	\$168,249,520	\$148,703,485
Exp. of specie	64,486,258	34,854,361

Total exports 11 mos.	\$227,735,778	\$183,557,846
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## Frederick and Pennsylvania Line R. R.

The contracts for the building of this road have been awarded as follows: Ten sections to Mr. M. McCabe, of Frederick city; seven sections to Messrs. B. B. Gordon & Son, of Lancaster, county, Pa., and nine sections to Mr. Samuel Smith, of Carroll county—26 sections in all, each section embracing a fraction over a mile. The road from the State line to Littlestown will be built by the Littlestown and Hanover Railroad Company. The contractors will enter upon their work about the middle of July, and are obligated to complete the road by May 1870. The expenditure involved for the purchase of the right of way is comparatively small. Three-quarters of the way have already been secured at a very trifling cost, the owners of the land having met the company in a most generous spirit. The right of way to be yet secured lies between Frederick city and Woodsboro'.

## Greenville and Columbia Railroad.

The earnings of this road for the year ending December 31, 1868, were as follows:

From freights	\$228,726	27
" passage and extra	103,384	35
" government transportation	1,898	35
" mails	11,535	00

\$345,543 97

Expenses, viz:

Maintenance of way	\$71,689	47
Conducting transportation	43,885	06
Motive power	70,105	28
Maintenance of cars	20,943	02
General expenses	9,608	39

216,231 22

Net earnings

\$129,312 75

Included in the above is \$20,000 for expenses incurred in building and rebuilding locomotives and cars, rebuilding bridges and trestles, excess of wood purchased and paid for over what was consumed, restoration of property destroyed by the war, and the permanent improvement of the road which formed no part of the ordinary repairs or working expenses.

The net earnings (\$129,312 75) are accounted for by the payment of accounts chargeable to maintenance of way and conducting transportation prior to 1868, and in the reduction of the amount of bills payable, and increase of cash on hand as compared with the previous year.

The receipts and disbursements during the year ending December 31, 1868, were as follows:

Receipts:		
Balance on hand January 1, 1868	\$22,058	86
Income of road	341,365	13
Bills payable	3,277	40
2d mort. certificates of indebtedness	1,740	83
Materials, etc., on hand Jan. 1, 1868	16,433	67

\$384,825 89

Disbursements:

Bills payable	\$27,972	09
Interest, etc.	1,971	06
Profit and loss	1,818	25
Expenses 1868, and prior	286,298	94
Materials, etc. on hand	17,393	44
Cash on hand December 31, 1868	49,877	11

\$384,825 89

The pay rolls for the year for labor and salaries, have all been paid, and the material used has all been paid for.

The gross earnings show an increase over those

of the previous year of \$75,756 50; and the expenses an increase of \$46,257 32. For the present year the indications are that the earnings of the road will be largely in excess of those for 1868. For the first quarter of 1869, ending March 31, the gross earnings were \$120,677 56, while for the corresponding months of 1868 they were \$103,772 16—being an increase of \$16,905 40. The report says:

Since the 1st of January last, 250 tons of new rail, (fifty pounds to the yard,) have been purchased and is now being laid down, to replace some of the flange rail on the upper end of the line. This has been partly paid for in old iron on hand and to be taken up, and the balance in cash. This will improve that part of the track materially, and, by prudent management, it is believed that much of the worn iron may be replaced in the same way, in a few years, without reducing the net income below a point which will be necessary to meet all expenses and pay all the interest on the bonded debt, when re-adjusted, promptly as it matures.

During the year, there were put into the road 65,262 cross-ties, and stringers, including 8,497 put into the Blue Ridge Road. There were also 995,992 feet of lumber used during the year for the various purposes for which it was required. And it is presumed that an equal amount will be required for the present year.

The Blue Ridge Railroad from Anderson to Walhalla is still being worked by our company, upon the same terms and conditions as at the date of your last annual meeting. It is expected that the Blue Ridge Railroad Company will very soon desire to terminate the lease and commence to work it themselves. The business of that part of the road has about doubled in the amount of its earnings since the commencement of our lease, which is some slight indication of what may be expected when the entire line is completed to Knoxville; an event which we should look anxiously forward to, and which we have reason to believe will be accomplished in a very few years, or as soon as it can be done in the ordinary course of railroad construction.

The road with its branches, is 164 1/4 miles in length, and cost, with its outfit, depots, real estate and machine shops, \$3,081,213 52. Stocks held in other railroad companies, 80,495 00

Cost of road and property, \$3,161,708 52. Capital stock paid in by individuals and the State, 1,510,374 54

Cost of road and property over capital stock paid in, \$1,651,333 98. To provide for the difference between the cost of the road and the capital stock paid in, the company issued their bonds, bearing date from January, 1852, to March, 1854, respectively, having ten years to run, for \$800,000; and in order to give them a higher market value, on the 18th January, 1854, they executed to Charles M. Furman, as trustee, a mortgage upon their entire property to secure their payment. They subsequently issued their bonds, bearing date July, 1855, and July, 1858, respectively, also having ten years to run, for \$600,000. There was no mortgage or other lien executed to secure the payment of this latter class of bonds. By this it will be seen that the original bonded debt of the company contracted exclusively in building the road was \$1,400,000. There was, however, a floating debt then due by the company, which was not funded.

In January, 1861, when the bonds secured by mortgage were approaching maturity, the company applied to the Legislature for aid, and on the 28th day of January 1861, an Act was ratified directing the endorsement of the guarantee of the State upon the bonds of the company to the amount of \$900,000, providing that the bonds so guaranteed should be used for no other purpose

than for funding a floating debt of the company, then due, of \$100,000, and for taking up and retiring the \$800,000 of bonds secured by mortgage then approaching maturity. The company commenced at once to re-adjust their mortgage debt in accordance with the provisions of the Act; and there can be no doubt but that they would have succeeded without difficulty but for the war, and the confusion and suspension of all kinds of business caused by it.

At the end of the war, they found their mortgage debt only partly re-adjusted, their debt outside the mortgage rapidly approaching maturity, a large interest account accumulated, their road seriously injured and broken up, their depots and bridges burnt, and the country looked to for patronage prostrated. Under these circumstances, disheartening as they appear, the company went to work to rebuild their road, and again applied to the Legislature for aid. On the 20th December, 1866, an Act was ratified authorizing an additional endorsement of their bonds to the amount of \$350,000 to fund the interest on their mortgage and guaranteed debt at par, and \$250,000 to re-adjust their bonded debt outside the mortgage of \$600,000, with the interest upon it, at the rate of one dollar for three. These two Acts of the Legislature contemplated the guarantee by the State of the bonds of the company to the amount of \$1,500,000, which was sufficient at that time to arrange their whole bonded debt, and that hereafter the company would owe but one class of bonds, and those guaranteed by the State; and would have but one mortgage or lien upon their property, and that to the State.

A statutory lien to the State was contained in each Act upon all the property of the company as security for the guarantee. The company again proceeded to fund their interest and re-adjust their bonded debt, with a fair prospect of success, when the Convention, which convened in Charleston to frame a Constitution, passed an Ordinance suspending all Acts of the Legislature passed since December 20th, 1860, lending the name and credit of the State to corporations, until they were re-enacted and declared of force by a subsequent Legislature. This being the only company whose bonds had been guaranteed under an Act passed subsequent to the date mentioned, it was framed and passed with special reference to them. The operations of the company was again interrupted, and they were forced to suspend the funding of their interest, because, without the endorsement of the State they could not fund it in the same security which the holders then held. Application was then made to the present Legislature, and on the 6th of February, 1869, an Act was ratified, validating and re-enacting the previous Acts, and declaring them of force. The company is again in condition to proceed in the re-adjustment of their debt, with a prospect, it is believed, of not being again interfered with or annoyed. The Board of Directors, at a meeting held on the 4th day of March last, adopted a resolution signifying their acceptance of the Act recently passed and directed that a copy of the resolution be furnished to the Comptroller-General and Secretary of State, in accordance with the requirements of the Act, which was done. Your concurrence in that resolution is respectfully requested.

In the meantime, during all their difficulties, the company has gone steadily forward in the rebuilding and improving of their road and property, whilst their income has been as steadily on the increase. It has certainly ceased to be a question now as to whether they will be able to pay their interest and operate their road successfully; and the holders of their bonds past due are respectfully invited to come forward and renew them, and take others endorsed by the State. They are now paying their six months' interest upon their mortgage and guaranteed debt falling due on the 1st day of January, 1869, and funding all interest maturing previous and up to July 1, 1868, in their bonds guaranteed by the State.

The following is a statement of the bonded debt of the company on the 1st day of January last:

First mortgage bonds outstanding...	\$320,500 00	of 89,172; in passengers carried of 13,013; and in bales of cotton transported, 15,828.
Interest on same to January 1, 1869...	117,825 00	
Coupons outstanding on first mortgage bonds.....	22,032 50	<b>BALANCE SHEET.</b>
Interest on same to January 1, 1869...	8,357 53	Capital stock..... \$1,510,874 54
		Company's 7 per cent. bonds, (first mort. and non-mort.) \$885,500 00
		Company's 7 per cent. bonds, first guarantee by the State..... 550,000 00
		Company's 7 per cent. bonds, second guarantee by the State..... 31,500 00
		Company's 7 per cent. bonds, second mort. 43,000 00
		Certificates of Indebtedness guaranteed by the State..... 215,118 52
		Certificates of Indebtedness under 2d mort. 7,683 68
		1,732,802 20
		Bills payable, etc..... 55,025 58
		\$8,298,202 32
		Cost of road..... \$2,696,461 54
		Locomotives and cars..... 363,680 36
		Real estate..... 21,072 62
		Bills receivable..... \$2,617 23
		Stock Laurens R. R. Co. 4,420 00
		Stock S. & U. R. R. Co. 68,075 00
		Stock B. R. R. Co. 8,000 00
		83,112 23
		Materials for work shops, etc..... 17,393 44
		Cash, balance (receipts and cash, December 31, 1868)..... 49,877 11
		Profit and loss..... 66,806 02
		\$8,298,202 32
		<b>President.—H. P. HAMMETT.</b>
		<b>Directors.—H. T. Farmer, J. W. W. Marshall, J. P. Reed, J. L. Orr, Alexander McBee, B. F. Perry, Daniel Brown, Wm. A. Courtenay, C. W. Montgomery, Simeon Fair, F. A. Conner, L. D. Childs.</b>
		<b>Superintendent.—JAMES O. MEREDITH.</b>
		<b>Treasurer.—J. G. EDWARDS.</b>
		<b>Auditor.—C. V. CARRINGTON.</b>
		<b>Monongahela Valley Railroad.</b>
		Chief Engineer Sigismund Lowe and his party, who six weeks ago began the preliminary survey of a route to the State line for the Monongahela Valley Railroad, have returned to the city, having completed their work. The line of grade to Monongahela City, nineteen and a half miles, is the same as that of the Pan Handle road. The entire route to the State line—eighty-seven miles—is of very light grade, and there will be very few cuts and not a tunnel, thus rendering the road easy of construction. In fact, it is pronounced one of the most feasible railroad routes in the country. The route follows the Monongahela river the entire distance, striking the State line at the Vanzant farm.— <i>Pittsburg Chronicle</i> .
		<b>Coal Shipped Back to Pennsylvania:</b>
		We learn on excellent authority that one thousand tons of coal are now being shipped at Newburg, N. Y., to Easton, Pa., it is supposed for the use of the Pennsylvania iron furnaces. Mr. Pardee, an extensive coal miner, residing near Easton, is also shipping a large quantity of coal by the Morris canal from Hoboken to Easton, at a freight of 70 cents per ton, besides the canal tolls, which will amount to about the same sum per ton.
		This "carrying coals to Newcastle," contrary to the laws of supply and demand, is but an incident of the outrageous method resorted to by the monopolists to keep the price of coal at extravagant rates.— <i>Newark Journal</i> , 8th.
		<b>The city of Calais, Me., has voted to grant a subsidy of \$15,000 to aid the Houlton Branch Railway.</b> This secures the construction of the road, and also the building of a bridge across St. Croix river, between Calais and St. Stephen, New Brunswick.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Last Dividend Periods.	Marked thus (*) are leased roads.	Stock outstanding.	Last Dividend Periods.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	
Albany & Susquehanna	\$1,774,824	-----	Hartford and New Haven	100	J.A. J&O	Apl. '69 3	Portl., Saco & Portsmouth	100	J. & D. Jun. '69 3	
Allegheny Valley	2,000,000	-----	Hannibal and St. Joseph	100	-----	-----	Providence & Worcester	100	J. & J. July '69 5	
Atlantic and West Point	1,232,200	J. & J. July '68 4	Do	100	-----	-----	Raleigh and Gaston	100	Jul. '68 3	
Atlantic & N. Carolina	6,445,225	-----	Hanover Branch, Pa.	50	M. & N. May '69 5	Rensselaer and Saratoga	100	A. & O. Oct. '68 4		
Atlantic & Gt. Western	50,879,923	-----	Housatonic	100	820,000	Richmond and Danville	100	2,000,000		
" " pref. 50	1,919,000	-----	" pref	100	1,180,000	Richmond and Petersburg	100	847,100		
Atlantic & St. Lawrence	100	2,494,900	J. & J. Jan. '69 2	Hudson River	100	13,937,100	Rich, Fred. and Potomac	100	1,041,800	
Augusta and Savannah	100	733,700	J. & J. Jan. '69 2	Huntingdon & B'd Top	50	494,390	Rockport	100	88,460	
Baltimore and Ohio	16,157,982	A. & O. Apl. '69 4	" pref. 50	100	190,750	Rome, Watert. and Ogd'n	100	2,400,000		
Do. Washington Br.	100	2,660,000	A. & O. Apl. '69 5	Illinoian Central	100	2,415,780	Rutland preferred	100	J. & J. July '69 5	
Baltimore City Passenger	100	670,000	J. & J. Jan. '69 3	Indianapolis, Cin. & Lafay.	100	6,185,897	S. L. Alt. and T. Haute	100	F. & A. Feb. '69 3	
Bay de Noquet & Marq.	100	1,250,000	A. & O. Apl. '69 5	Jefferson, Mad. & Ind.	100	2,000,000	Second and Third St. (Ph.)	50	2,040,000	
Bellefontaine Line	100	4,420,000	F. & A. Feb. '68 3	Joliet and Chicago	100	1,500,000	Second and Third St. (Ph.)	50	203,750	
Belvidere Delaware	100	996,260	-----	Lehigh Valley	100	1,731,400	Sequoia and Cincinnati	100	J. @ J. June '69 7	
Berkshire	100	600,000	J. A. J&O Apl. '69 13	Lehigh Luzerne	50	344,650	Sequoia and Cincinnati	100	2,089,000	
Blossburg & Corning	100	250,000	J. & D. Dec. '68 2	Leeds and Farmington	50	1,336,000	Sand, Mansf. and Newark	100	M. & N. May '69 3	
Boston and Albany	100	13,726,100	J. & J. Jan. '69 5	Lehigh and Mahanoy	50	2,158,665	Savannah and Charleston	100	901,341	
Boston and Chelsea	100	110,000	A. & O. Apl. '69 4	Lehigh and Susquehanna	50	8,739,800	Schuylkill and Susquehanna	50	1,269,150	
Boston, Concord & Mont.	100	459,400	M. & N. May '69 3	Lehigh Valley	100	10,731,400	Second and Third St. (Ph.)	50	1,469,429	
Do. do.	1,340,400	-----	J. & D. Dec. '68 4	Lehigh Luzerne	50	344,650	Schuylkill Valley	50	576,050	
Boston and Lowell	100	1,891,500	-----	Lexington and Frankfort	50	514,646	Seaboard and Roanoke	100	J. @ J. Jan. '69 2	
Boston and Maine	100	4,076,974	J. & J. July '69 5	Little Miami	50	3,572,400	Second Avenue (N. Y.)	100	868,200	
Boston and Providence	100	3,360,000	J. & J. Jan. '69 4	L. M. & C. and X. (Joint)	100	1,804,397	Shamokin V. and Pottsville	50	670,000	
Broadway (South Boston)	50	326,000	J. A. J&O Apl. '69 2	Little Schuylkill	50	2,646,100	Shore Line	100	F. & A. Jan. '69 3	
Broadwy & 7th Av. (N. Y.)	100	2,100,000	J. & J. Jun. '69 4	Lomb, and South St (Ph.)	25	90,000	Sixth Avenue (N. Y.)	100	1,765,000	
Brooklyn City	100	1,000,000	F. & A. Feb. '69 3	Long Island	50	3,000,000	Somerville	100	M. & N. May '69 3	
Brooklyn City & New York	100	389,800	-----	Long Branch & Sea Shore	50	95,194	South Carolina	100	5,819,275	
Buffalo, Bradford & Pitts.	100	1,100,000	-----	Louisville and Lexington	100	21,122	South Shore	100	259,685	
Buff., New York & Erie	100	950,000	M. & N. N. '68 3	Louisville and Frankfort	50	J. & J. Jan. '69 4	Tennessee and Alabama	100	3,203,400	
Buffalo and Erie	100	5,000,000	F. & A. Feb. '69 4	Louisville and Nashville	100	1,109,584	Terre Haute and Indiana	50	1,983,150	
Cambridge Horse (Boston)	100	7,27,800	A. & O. Apl. '69 4	Louisv., N. Alb. & Chicago	100	7,869,186	Third Avenue (N. Y.)	100	1,765,000	
Camden and Amboy	100	7,921,412	F. & A. Feb. '69 5	Lowell and Lawrence	100	2,800,000	Tol., Peoria and Warsaw	100	1,700,000	
Camden and Atlantic	100	600,000	-----	Macom and Western	100	2,000,000	Troy and Boston	100	607,111	
Camden & Burlington Co.	100	831,000	-----	Maine Central	100	1,600,860	Troy and Greenbush	100	274,400	
Cape Cod Branch	60	721,926	J. & J. Jun. '69 3	Manchester & Lawrence	100	3,618,374	Union Transport (Bos.)	100	200,000	
Cape May and Millville	100	447,000	J. & D. Jun. '69 3	Marietta & Cincinnati	50	6,586,185	Union (Phila.)	100	291,475	
Catawissa	100	1,150,000	M. & N. N. '68 3	" 1st pref.	50	4,051,744	Utica and Black River	100	320,400	
Catawissa, pref.	50	2,200,000	J. & D. Dec. '68 3	Memphis and Charleston	100	6,312,725	Vermont and Canada	100	1,764,150	
Cayugn & Susquehanna	100	589,110	M. & N. N. '69 3	Memphis and Ohio	100	570,000	Third Avenue (N. Y.)	100	1,765,000	
Cedar Rapids & Mo. pref.	100	755,000	J. & J. July '69 5	Metropolitan (Boston)	100	1,250,000	Tol., Peoria and Warsaw	100	1,700,000	
Central of Georgia	100	4,666,900	J. & J. Jan. '69 5	Michigan Central	100	8,477,386	Troy and Boston	100	607,111	
Central of New Jersey	100	13,768,600	J. & J. Jan. '69 5	Mill Creek and Minehill	50	400,000	Troy and Greenbush	100	249,100	
Central Ohio	100	2,600,000	J. & D. Dec. '68 3	Mill Creek and Minehill	50	588,500	Union (Phila.)	100	1,765,000	
Do. pref.	100	400,000	J. & D. Jun. '69 5	Millville and Glassboro	100	4,036,570	Utica and Black River	100	320,400	
Cen. Park, N. & E. River	100	970,000	J. & D. Oct. '68 3	Milw. & Prairie du Chien	100	5,764,000	Vermont Central	100	5,000,000	
Chemung	100	380,000	J. A. J&O Apl. '69 2	" 1st pref.	100	1,511,069	Vermont and Mississ.	100	2,500,000	
Cheeshire, preferred	100	2,017,825	Annual	100	8,477,386	Wicksburg and Meridian	100	357,408		
Chicago and Alton	100	5,141,800	M. & S. Mar. '69 5	" 2d pref.	100	J. & J. Jan. '69 4	Virginia Central	100	2,353,679	
" " pref.	100	2,425,400	J. & D. Jan. '69 5	Michigan Central	100	1,250,000	Virginia and Tennessee	100	3,497,791	
Chicago, Burl. & Quincy	50	12,500,000	J. & D. Jun. '69 5	Mill Creek and Minehill	50	8,477,386	Western Union	100	2,707,693	
Chicago, Iowa & Nbrn	100	2,000,000	J. & D. Oct. '68 3	Mill Creek and Minehill	50	1,511,069	West Jersey	100	804,150	
Chicago and Milwaukee	100	2,227,000	J. & D. Dec. '68 3	Naugatuck	100	2,000,000	West Philadelphia	100	1,463,775	
Chicago & N. Western	100	14,556,676	J. & D. April '69 4	New Bedford & Taunton	100	500,000	Wilm. and Weldon	100	1,765,000	
" " pref.	100	16,356,287	J. & D. Jun. '69 5	New Haven & N. London	100	735,538	Winchester and Potomac	100	1,547,650	
Chicago, R. I. & Pacific	100	14,000,000	J. & D. Jun. '69 5	New Haven & N. London	100	1,344,000	Warren	100	1,522,500	
Cin. Ham. & Dayton	100	3,621,664	J. & J. Jan. '69 4	New Jersey	100	6,000,000	Worcester and Nashua	75	J. & J. Jan. '69 4	
Cincinnati City Passenger	100	1,20,000	J. & J. Jun. '69 4	New London Northern	100	885,000	CANALS.	-----	-----	
Do. Street	100	1,20,000	J. & J. Jun. '69 4	New York Central	100	28,795,000	Chesapeake and Delaware	100	1,818,963	
Citizens' Passenger (Phila.)	50	192,750	J. & J. Jun. '69 4	Do	100	2,000,000	Chesapeake and Ohio	25	8,228,595	
Clev., Col., Cin. & Ind.	100	10,450,000	F. & A. Feb. '69 3	Do	100	1,600,000	Delaware Division	100	1,633,350	
Cleveland & Mahoning	100	2,056,400	M. & N. N. '69 3	Do	100	1,000,000	Delaware and Hudson	100	10,000,000	
Cleveland, Painesv. & Ashtab.	100	8,760,000	J. & J. Jan. '69 4	Do	100	64,000	Erie of Pennsylvania	50	64,000	
Cleveland and Pittsburgh	50	5,424,091	J. A. J&O Apl. '69 10	Do	100	1,251,300	Lehigh Coal and Navigat.	50	8,739,800	
Cleveland and Toledo	50	5,000,000	J. & J. Jan. '69 4	Do	100	1,250,000	Monongahela Navigation	50	728,100	
Col. Chi. & Indiana Can.	100	11,420,000	J. & J. Jun. '69 3	Do	100	1,025,000	Morris (consolidated)	100	1,025,000	
Conn. & Passau	100	1,39,000	J. & J. Jun. '69 3	Do	100	1,175,000	Do	100	1,175,000	
Connecticut River	100	1,822,100	J. & J. Jun. '69 3	Do	100	1,250,000	Do	100	1,250,000	
Cumberland and W. Va.	100	1,700,000	J. & J. Jun. '69 3	Do	100	1,250,000	Do	100	1,250,000	
Danbury and N. W. Is.	100	1,316,900	A. & O. Oct. '68 3	Do	100	1,250,000	Do	100	1,250,000	
Dayton and Michigan	100	400,000	-----	Do	100	1,250,000	Do	100	1,250,000	
Del. Lackw. & Western	50	2,382,361	-----	Do	100	1,250,000	Do	100	1,250,000	
Del. Lackw. & Western	50	13,386,020	J. & J. Jan. '69 5	Do	100	1,250,000	Do	100	1,250,000	
Des Moines Valley	100	1,820,200	J. & J. Jan. '69 5	Do	100	1,250,000	Do	100	1,250,000	
Detroit & Milwaukee	100	1,047,350	-----	Do	100	1,250,000	Do	100	1,250,000	
" " pref.	100	1,500,000	-----	Do	100	1,250,000	Do	100	1,250,000	
D. Doak, R. B'dw. & Bat.	100	1,200,000	-----	Do	100	1,250,000	Do	100	1,250,000	
Dubuque and Sioux City	100	1,673,641	Annual	J. & J. Jly. '69 3	Do	100	1,250,000	Do	100	1,250,000
Do. do. pref 100	1,987,351	-----	Do	100	1,250,000	Do	100	1,250,000		
Eastern (Mass.)	100	3,835,300	J. & J. Jly. '69 3	Do	100	1,250,000	Do	100	1,250,000	
Eastern (N. H.)	100	492,500	J. & J. Jly. '69 3	Do	100	1,250,000	Do	100	1,250,000	
East Pennsylvania	50	646,600	-----	Do	100	1,250,000	Do	100	1,250,000	
East Tenn. and Virginia	100	2,369,730	-----	Do	100	1,250,000	Do	100	1,250,000	
East Tenn. and Virginia	100	657,800	-----	Do	100	1,250,000	Do	100	1,250,000	
Eighth Avenue (N. Y.)	100	1,000,000	J. A. J&O Jan. '69 4	Panama	100	1,000,000	Do	100	1,250,000	
Elmira & Jeffers. & Canand.	100	500,000	F. & A. Feb. '69 2	Panama	100	1,250,000	Do	100	1,250,000	
Elmira & Wilhamp't	100	500,000	M. & N. Nov. '69 2	Panama	100	1,250,000	Do	100	1,250,000	
Do. do. pref. 50	500,000	-----	P. & J. Jan. '69 4	Panama	100	1,250,000	Do	100	1,250,000	
Erie Railway	100	100,000	F. & A. Feb. '69 4	Panama	100	1,250,000	Do	100	1,250,000	
Erie & Pittsburg	100	500,000	-----	P. & J. Jan. '69 4	Panama	100	1,250,000	Do	100	1,250,000
Fitchburg	100	3,540,000	J. & J. Jan. '69 4	Panama	100	1,250,000	Do	100	1,250,000	
Fitchburg & Worcester	100	248,000	J. & J. Jan. '69 3	Panama	100	1,250,000	Do	100		

## RAILROAD EARNINGS—MONTHLY.

January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.	
1866.....	475,641	438,279	385,391	412,521	464,507	493,248	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867.....	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868.....	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863.....	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,910	156,869	153,294	1,673,706	
1864.....	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865.....	280,503	275,282	299,063	288,480	322,278	355,270	335,985	409,251	401,280	357,066	307,919	236,824	3,840,092
1866.....	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	366,223	323,030	271,247	3,095,153
1867.....	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,152	359,102	330,169	3,892,861
1868.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869.....	339,762	304,828	393,648	331,149	345,556	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,287
1864.....	158,735	175,452	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865.....	305,554	246,331	289,408	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	261,779	3,313,514
1866.....	241,396	183,385	257,239	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867.....	292,047	224,021	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,055	4,358,614
1868.....	308,587	297,464	276,431	288,700	308,891	366,200	329,300	478,600	544,900	559,900	401,100	381,400	4,541,973
1869.....	333,300	308,200	398,700	362,900	419,100	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1864.....	541,006	482,104	499,296	468,358	585,623	747,942	702,691	767,508	946,707	862,083	754,671	847,842	7,976,490
1865.....	523,566	390,917	523,745	537,519	588,948	925,983	508,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1866.....	696,147	574,664	765,398	774,279	895,712	893,058	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1867.....	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,574,906	1,135,334	1,001,892	13,443,765
1868.....	871,218	827,254	1,149,258	1,092,378	1,269,934	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1866.....	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867.....	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868.....	1,061,320	901,752	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862.....	190,130	236,637	181,084	191,648	206,246	289,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863.....	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865.....	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866.....	603,053	505,206	505,465	411,005	589,250	567,679	480,626	578,253	571,348	588,219	504,066	6,546,741	.....
1867.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,510	613,329	7,160,992
1868.....	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,020
1869.....	681,656	558,783	711,559	595,355	655,047	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867.....	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869.....	98,517	91,606	103,568	109,526	111,033	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863.....	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864.....	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	448,934	411,506	4,120,152	.....
1865.....	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866.....	312,846	277,264	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867.....	305,857	311,088	396,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,403
1868.....	362,021	338,335	381,497	400,486	355,983	400,486	363,550	301,495	435,781	512,523	532,061	419,006	4,263,313
1869.....	378,781	363,881	453,481	473,544	445,792	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862.....	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863.....	242,073	245,855	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864.....	252,435	278,848	348,802	338,276	271,563	265,780	263,244	346,781	408,445	448,934	411,506	4,120,152	.....
1865.....	306,324	279,137	344,228	327,241	401,456	365,663	329,105	413,501	476,661	499,694	447,670	352,870	3,970,946
1866.....	282,439	265,796	337,158	343,737	365,196	355,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867.....	304,096	283,661	375,210	362,783	335,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868.....	343,316	304,315	324,830	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869.....	384,120	320,636	386,527	411,514	403,646	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868.....	365,487	350,884	333,281	435,620	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,706	6,517,562
1869.....	454,130	330,233	420,774	400,287	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1865.....	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866.....	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,450,929	1,530,518			

## **NATIONAL AND STATE SECURITIES.**

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Adirondack:						Camden and Burlington County:	\$259,000	6	Feb. & Aug.	Philadelphia.	1897	86
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	1st Mortgage of 1867 for \$350,000						
Alabama and Florida:						Cape Cod Central:	125,000	6	— & —	Boston.	18—	—
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1867	1st Mortgage.....						
Land Mortgage.....	550,000	7	" " "	"	1887	Cape May and Millville:	200,000	7	— & —	New York.	18—	—
3d Mortgage.....	300,000	7	April & Oct.	" "	1871	1st Mortgage.....						
Interest Coupon.....	304,101	7	Jan. & July.	" "	1876	Catawissa:	262,000	7	Feb. & Aug.	Philadelphia.	1882	97
Albany and Susquehanna:						Cedar Falls and Minnesota:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	—
Albany City Loan.....	1,000,000	6	May & Nov.	" "	1895	1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	—
2d Mortgage for \$2,000,000.....	802,000	7	April & Oct.	" "	1885	Cedar Rapids and Missouri River:						
Allegheny Valley:						1st Mortgage.....		7	— & —	New York.	1916	91
1st Mortgage.....	398,000	7	April & Oct.	Pittsburg.	1891	Central Branch Union Pacific:						
1st Mortgage (Extension).....	4,000,000	7.3	" "	"	1896	1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	—
Androscoggin:						2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	" "	1895	—
1st Mortgage.....	415,000	6	June & Dec.	Portland.	1877	Central of Georgia:						
Ashuelot:						1st Mortgage.....	780,000	7	March & Sept.	Savannah.	1875	98
1st Mortgage.....	150,000	6	Jan. & July.	Keene.	1861	Central of New Jersey:						
Atlantic and Great Western:						1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	—
1st Mortgage (New York).....	886,000	7*	April & Oct.	London.	1879	2d Mortgage.....	600,000	7	May & Nov.	" "	1875	100
1st Mortgage (Pennsylvania).....	2,151,500	7*	" "	"	1877	Central Ohio:						
1st Mortgage (Ohio).....	3,740,900	7	" "	New York.	1876	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	83
1st Mortgage (Franklin Branch).....	349,000	7*	June & Dec.	London.	1882	Central Pacific of California:						
1st Mortgage (Buffalo Extension).....	1,382,000	7*	April & Oct.	"	1884	1st Mortgage (on 725 m. free).....	21,003,000	6*	Jan. & July.	New York.	1895	99
1st Mortgage (Silver Creek Br.).....	200,000	7*	March & Sept.	New York.	1881	2d Mortgage (paid by Cal.).....	1,500,000	7*	" "	" "	1885	111
2d Mortgage (New York).....	761,000	7	April & Oct.	London.	1882	Convertible bonds.....	1,500,000	7*	" "	" "	1883	109
2d Mortgage (Pennsylvania).....	757,500	7*	" "	"	1883	National Loan.....	21,903,000	6	" "	" "	1895	—
2d Mortgage (Ohio).....	2,653,000	7	Jan. & July.	"	1896	Charleston and Savannah:						
Consolidated Mortgage.....	17,105,000	7*	April & Oct.			1st Mortgage (guar by S. Car.).....	505,000	6	March & Sept.	Charleston.	1877	40
Atlantic and Gulf:						Charlotte and South Carolina:						
1st Mortgage (S. A. & G. R. R.).....	300,000	7	April & Oct.	Savannah.	18—	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	var.	62
1st Mort. (A. & G. R. R. No. 7 to T.)	500,000	7	" "	New York.	18—	1st Mortgage.....	150,000	7	— & —	Charleston.	1870	—
1st Mort. (A. & G. R. R. No. 7).....	500,000	7	" "	"	18—	2d Mortgage.....	75,000	7	— & —	"	1868	—
1st mortgage (Bainbridge Ext.).....	500,000	7	" "	"	1897	Cheshire:						
Consol. Mort. (\$2,000,000) free.....						Company bonds.....	672,200	6	Jan. & July.	Boston.	75-90	92
Atlantic and St. Lawrence:						1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	51
Portland City Loan (a/g fund).....	1,500,000	6	Various.	B. & N. Y.	68-70	Chicago and Alton:						
2d Mortgage.....	1,499,992	6	April & Oct.	Portland.	1866	1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	—
Sterling Loan.....	484,000	6*	May & Nov.	London.	1878	1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	97
Baltimore and Ohio:						Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	" "	1893	104
Loan of 1834.....	753,931	6	J. A. J. & O.	Baltimore.	1867	Chicago, Burlington and Quincy:						
Loan of 1855.....	863,250	6	Jan. & July.	"	1875	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	112
Loan of 1859.....	579,500	6	" "	"	1880	Trust Mortgage, convertible.....	150,000	8	" "	Frankfort.	1890	—
Loan of 1853.....	1,710,500	6	April & Oct.	"	1885	2d Mortgage.....	941,000	7	July.	New York.	1890	—
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	1890	Company bonds.....	680,000	7	March & Sept.	Chicago, Cincinnati and Louisv.	—	—
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	1st Mortgage for \$1,000,000.....	400,000	7	Jan. & July.	New York.	1887	—
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	Chicago and Great Eastern:						
Bay de Noquet and Marquette:						1st Mortgage.....	5,600,000	7	April & Oct.	New York.	1895	85
1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	1st Mortgage (convertible).....	1,110,000	7	" "	" "	1895	—
Bellefontaine:						1st Mortgage.....	5,600,000	7	" "	" "	1895	—
1st Mortgage (B. and Ind. R. R.).....	1,225,000	7	Jan. & July.	New York.	70-90	Chicago, Iowa and Nebraska:						
2d Mortgage.....	483,000	7	" "	"	1870	1st Mortgage.....	1,110,000	7	— & —	New York.	1881	—
Bellefontaine and Snow Shoe:						1st Mortgage.....	755,000	7	May & Nov.	" "	1883	97
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	18—	Chicago and Milwaukee, (45 mls):						
Belvidere Delaware:						1st Mortgage (C. and N. W.).....	397,000	7	May & Nov.	New York.	1874	91
1st Mortgage (guar. by C. & A.).....	1,000,000	6	June & Dec.	New York.	1867	3d Mortgage (" ").....	37,000	7	Feb. & Aug.	" "	1870	—
2d Mortgage (guar. by C. & A.).....	500,000	6	March & Sept.	Princeton.	1865	Chicago and Northwestern:						
3d Mortgage (guar. by C. & A.).....	745,000	6	Feb. & Aug.	"	1865	Pref. sinking fund b/ds (193 m.).....	1,249,500	7	Feb. & Aug.	New York.	1885	—
Blue Ridge, S. Car.:						Funded Coupons.....	755,000	7	May & Nov.	" "	1883	97
1st Mortgage of \$2,500,000.....	204,000	7	Jan. & July.	Charleston.	1884	General 1st Mortgage.....	3,595,500	7	Feb. & Aug.	" "	1885	90
Boston, Clinton and Fitchburg:						1st Mortgage, Appleton Ext. ....	184,000	7	" "	" "	1885	93
1st Mort. (Agricultural Br. R. R.).....	100,000	6	Jan. & July.	Northboro'.	1875	1st Mortgage, Green Bay Ext. ....	300,000	7	" "	" "	1885	85
1st Mortgage (B. C. and F. R. R.).....	300,000	6	" "	Boston.	1880	Equipment Bonds.....	133,000	7	April & Oct.	" "	1874	—
Boston Concord and Montreal:						Mississippi River Bridge Bonds.....	200,000	7	Jan. & July.	" "	1884	—
1st Mort. (Conc. to War. 71).....	200,000	7	Feb. & Aug.	New York.	1865	Elgin and State L. purchase b/ds.....	189,000	6	" "	" "	1878	—
2d Mort. conv. (1st M. on 22 1/2 m.).....	250,000	7	Jan. & July.	New York.	1870	Consolidated sinking fund b/ds.....	3,422,000	7	F. M. A. & N. ....	" "	1916	99
2d Mort. conv. (1st M. on 22 1/2 m.).....	500,000	6	" "	Boston.	1889	Equipment Bonds.....	1,925,000	10	May & Nov.	" "	1883	—
Boston, Hartford and Erie:						Fund. Coupons.....	755,000	7	May & Nov.	" "	1883	97
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	General 1st Mortgage.....	3,595,500	7	Feb. & Aug.	" "	1885	90
1st Mortgage (new).....	3,900,000	7	Jan. & July.	"	1884	1st Mortgage, Appleton Ext. ....	184,000	7	" "	" "	1885	93
Boston and Lowell:						1st Mortgage, Green Bay Ext. ....	300,000	7	" "	" "	1885	85
Company bonds (no mortgage).....	440,000	6	Jan. & July.	Boston.	1873	Equipment Bonds.....	133,000	7	April & Oct.	" "	1874	—
Company bonds (no mortgage).....	200,000	6	April & Oct.	"	1879	Mississippi River Bridge Bonds.....	200,000	7	Jan. & July.	" "	1884	—
Boston and Providence:						Elgin and State L. purchase b/ds.....	189,000	6	" "	" "	1878	—
Company bonds (no mortgage).....	304,600	6	" "	"	1887	Consolidated sinking fund b/ds.....	3,422,000	7	F. M. A. & N. ....	" "	1916	99
Buffalo, Bradford and Pittsburg:						Equipment Bonds.....	1,925,000	10	May & Nov.	" "	1883	—
1st Mortgage.....	94,382	6	April & Oct.	Boston.	68-77	Fund. Coupons.....	755,000	7	May & Nov.	" "	1883	—
Buffalo, Corry and Pittsburg:						General 1st Mortgage.....	3,595,500	7	Feb. & Aug.	" "	1885	90
1st Mortgage (B. C. & P. of Pa.).....	580,000	7	Jan. & July.	New York.	1886	1st Mortgage, Appleton Ext. ....	184,000	7	" "	" "	1885	93
1st Mort. (Buff. & O.C. Cross-cut).....	100,000	7	" "	"	18—	1st Mortgage, Green Bay Ext. ....	300,000	7	" "	" "	1885	85
Buffalo and Erie:						1st Mortgage, Peninsula (R. R. R. R.).....	1,397,000	7	Jan. & July.	New York.	1870	101
Co. bonds (Buff. and State Line).....	400,000	7	June & Dec.	New York.	1870	1st Mort. (Gal. & Chic. U. R. R.).....	1,397,000	7	" "	" "	1896	101
Co. bonds (Buff. and State Line).....	100,000	7	May & Nov.	"	1873	1st Mort. (Gal. & Chic. U. R. R.).....	1,397,000	7	" "	" "	1896	101
Co. bonds (Buff. and State Line).....	200,000	7	Jan. & July.	"	1873	1st Mort. (Gal. & Chic. U. R. R.).....	1,397,000	7	" "	" "	1896	101
Co. bonds (Erie and Northeast).....	300,000	7	" "	"	1886	1st Mort. (Gal. & Chic. U. R. R.).....	1,397,000	7	" "	" "	1896	101
Buffalo, New York and Erie:						1st Mort. (Gal. & Chic. U. R. R.).....	1,397,000	7	" "	" "	1896	101
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	1st Mort. (Gal. & Chic. U. R. R.).....	1,397,000	7	" "	" "	1896	101
2d Mortgage.....	880,000	7	May & Nov.	"	1872	1st Mort. (Gal. & Chic. U. R. R.).....	1,397,000	7	" "	" "	1896	101
Burlington and Missouri River:						1st Mort. (Gal. & Chic. U. R. R.).....	1,397,000	7	" "	" "	1896	101
Land Grant Mortgage.....	1,800,000	7	April & Oct.	New York.	1863	1st Mort. (Gal. & Chic. U. R. R.).....	1,397,000	7	" "	" "	1896	101
General Mortgage.....	1,288,000	7	" "	"	1873	1st Mort. (Gal. & Chic. U. R. R.).....	1,397,000	7	" "	"		

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Cleveland, Painesv. and Ashta.:												
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	91	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1877
2d Mortgage.....	1,000,000	7	" " "	"	1881		2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1888	92	3d Mortgage.....	6,000,000	7	" "	" "	1883
Cleveland and Toledo:							4th Mortgage.....	4,411,000	7	April & Oct.	" "	1880
1st Mort. (June, R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867		5th Mortgage.....	926,500	7	June & Dec.	" "	1882
1st Mort. (June, R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882		Buffalo Branch Bonds.	186,400	7	Jan. & July.	" "	1888
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886		Sterling Loan £800,000 .....	4,844,400	7*	March & Sept.	London.	1891
1st Mortgage (C. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	100	Erie and Pittsburg:				London.	1875
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882
1st Mortgage for \$1,000,000.....	650,000	7	Jan. & July.	New York.	1888		2d Mortgage for \$700,000.....	370,200	7	April & Oct.	" "	1875
Columbus, Chicago & Ind. Cent.:							Evanston and Crawfordville:					
Trust Mort. S. F. for \$15,000,000.....		7	April & Oct.	New York.	1908	84	1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869
Columbus and Indiana Central:							1st Mortgage of 1854.....	740,000	7	May & Nov.	" "	1869
1st Mortgage.....	3,200,000	7	May & Nov.	New York.	1904	84	Rockville Extension 1st Mort. ....	150,000	7	Feb. & Aug.	" "	1881
2d Mortgage.....	816,000	7	" "	"	18	81	Fall River, Warren & Providence:					
Income Bonds.....	1,500,000	7	" "	"	18	81	1st Mortgage.....	200,000	7	— & —	Providence.	18—
Columbus and Xenia:							Flemington:					
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890		1st Mortgage, guaranteed.....	100,000	6	— & —	Princeton.	18—
Connecticut and Passumpsic Riv.:							1st Mortgage.....	815,000	7	— & —	New York.	18—
1st Mortgage for \$500,000.....	573,800	6	June & Dec.	Boston.	1876	87	Galena and Chicago Union:					
Connecticut River:							1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882
Connecting:							2d Mortgage.....	1,029,000	7	May & Nov.	" "	1875
1st Mortgage guaranteed.....	250,000	6	March & Sept.	Boston.	1878	98	Mississippi Bridge.....	200,000	7	Jan. & July.	" "	1884
Council Bluff and St. Joseph:							Grand Rapids and Indiana:					
1st Mortgage.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	87	1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886
Cumberland Coal and Iron:							Grand River Valley:					
Bonds of Nov., 1852.....	397,000	6	Jan. & July.	New York.	1869		1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	18—
Bonds of Feb., 1864.....	59,000	6	Feb. & Aug.	"	1869		1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18—
Bonds of July, 1867.....	98,000	6	" "	"	1877		2d Preference Bonds.....	7,355,986	5*	" "	" "	18—
Cumberland and Pennsylvania:							3d Preference Stock.....	3,414,094	4*	" "	" "	18—
1st Mortgage for \$1,000,000.....	898,000	6	March & Sept.	New York.	1891		4th Preference Stock.....	25,592,800	4*	" "	" "	18—
Cumberland Valley:							Equipment Bonds.....	2,433,333	6*	April & Oct.	" "	18—
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904		Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" "	18—
2d Mortgage.....	109,500	8	" "	"	1904		Great Western of Canada:					
Company's Bonds.....	85,300	6	" "	Harrisburg.	18—		Government Loan £673,688.....	2,782,387	0*	— & —	Ottawa.	
Danbury and Norwalk:							Mortgage Bonds £615,200.....	2,983,720	6*	— & —	London.	"73-76
1st Mortgage.....	100,000	7	Jan. & July.	New York.	170-180		Mortgage Bonds £547,000.....	2,652,950	5*	— & —	" "	"77-78
Dayton and Michigan:							Stock Debentures £46,700.....	226,500	5	— & —	" "	irred.
1st Mortgage.....	283,000	7	Jan. & July.	New York.	1867		Great Western of Illinois:					
2d Mortgage.....	2,589,000	7	" "	"	1881		1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868
3d Mortgage.....	642,000	7	March & Sept.	" "	1884		1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" "	1888
Toledo Depot Bonds.....	169,500	7	" "	"	181-94		1st Mortgage (General).....	2,500,000	7	May & Nov.	" "	1888
Dayton and Union:							2d Mortgage.....	2,500,000	7	May & Nov.	" "	1893
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879		Greenville and Columbia:					
2d Mortgage.....	135,000	7	June & Dec.	"	1879		State guaranteed bonds.....	550,000	6	Jan. & July.	Charleston.	18—
Income Bonds.....	251,000	6	" "	"	179 aft.		1st Mortgage.....	1,000,000	7	" "	New York.	18—
Dayton and Western:							Hannibal and St. Joseph:					
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882		State Loan of 1851.....	1,500,000	6	Jan. & July.	New York.	1881
2d Mortgage.....	463,000	6	June & Dec.	"			State Loan of 1855.....	1,500,000	6	" "	" "	04
Delaware:							Land Mort. of 1863 for \$3,400,000.....	2,300,000	7	April & Oct.	" "	1888
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	90	Convertible bonds of 1863.....	800,000	7	Jan. & July.	" "	103
Guaranteed Bonds.....	100,000	6	" "	"	1875		Six year bonds of 1865.....	1,000,000	10	" "	" "	122
State Loan.....	170,000	6	" "	"	1876		Harrisburg and Lancaster:					
Delaware, Lackawann. & Western:							1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883
1st Mort. (L. & W.) for \$900,000.....	564,000	7	Jan. & July.	New York.	1871	98	Hartford and New Haven:					
1st Mort. (East. Ext.) \$1,500,000.....	1,111,000	7	April & Oct.	"	1875	99	1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873
2d Mort. (General) for \$2,600,000.....	1,633,000	7	March & Sept.	"	1881	94	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1885
Del. Moine Valley:							Hartford, Providence and Fishkill:					
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877		1st Mort. (R. Island 26.32 m.).....	481,000	7	Jan. & July.	Hartford.	1876
Income Bonds.....	462,000	7	Jan. & July.	"	1884		1st Mort. (Connecticut 96.04 m.).....	1,674,500	7	" "	" "	1876
Detroit and Milwaukee:							Hempfield:					
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1876		1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	18—
2d Mortgage.....	1,000,000	8	" "	"	1884		Housatonic:					
1st Mortgage Funded Coupons.....	628,325	7	Jan. & July.	"	1875		1st Mortgage.....	191,000	6	Jan. & July.	Bridgeport.	1877
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	"	1875		2d Mortgage.....	96,000	7	" "	" "	1885
Bonds of June 30, 1866, (cond.)	1,837,789	7	" "	"	1886		Houston and Texas Central:					
Detroit, Mon. & Tol. (M. S. & N. L.)							1st Mortgage, sinking fund.....	432,000	6	April & Oct.	New York.	67 '69
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876		1st Mortgage.....	1,360,000	7	Jan. & July.	" "	1866
2d Mortgage.....	250,000	7	Jan. & July.	New York.	1878		Land Mort. S. F. (\$20,000 p. m.).....	6				1891
Dubuque and Sioux City:							Hudson River:					
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	91	1st Mortgage.....	110,000	6	Feb. & Aug.	New York.	1869
1st Mortgage (construction).....	660,000	7	" "	"	1894		1st Mortgage.....	1,964,000	7	" "	" "	104
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	"	1888		1st Mortgage.....	1,936,000	7	" "	" "	1870
Dubuque Southwestern:							2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" "	1885
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895		3d Mortgage.....	183,000	7	May & Nov.	" "	1875
2d Mortgage, ordinary.....	450,000	7	" "	"	1895		Huntington and Broad Top Mt.:					
1st Brandywine & Waynesboro:							1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870
1st Mortgage.....	168,000	7	Feb. & Aug.	Philadelphia.	1882		2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875
Eastern:							Consol. Mortgage.....	723,245	7	April & Oct.	" "	1895
State Loan (1st Lien).....	350,000	5	J. A. J. & O.	Boston.	1868-72		Illinois Central:					
2d Mortgage, (convert. sterling).....	420,000	5*	Jan. & July.	London.	1872		Construction.....	3,965,000	7	April & Oct.	New York.	1875
Mortgage (old).....	449,830	6	Feb. & Aug.	Boston.	1874		Redemption.....	437,500	6	" "	" "	120
1st Mortgage (new).....	643,000	6	" "	"	1876		Redemption.....	2,560,500	6	" "	" "	104
2d Mortgage (new).....	124,900	7	" "	"	1886		Redemption, sterling.....	2,424,500	6*	" "	London.	1875
East Tennessee and Virginia:							Illinois and Southern Iowa:					
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888		1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882
Tennessee Loan (1866).....	600,000	6	" "	"	1898		1st Mortgage.....	500,000	7	Jan. & July.	New York.	1866
Tennessee endorsed bonds.....	185,000	6	" "	"	1880		1st Mortgage.....	612,000	7	May & Nov.	New York.	1881
Edgefield and Kentucky:							Jackson, Lansing and Saginaw:					
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	188		1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884
Emmire and Williamsport:							1st Mortgage.....	397,000	7	March & Sept.	New York.	1861
1st Mortgage.....	1,056,000	7	Jan. & July.	Philadelphia.	1880		2d Mortgage.....	7	April & Oct.	" "	1873	
Plain Bonds.....	570,000	5	April & Oct.	"	1872		Jeffersonville, Madison & Indian:					
European and North American:							1st Mortgage.....	1,980,000	7	April & Oct.	New York.	1906
1st Mortgage, S. F., £411,000.....	.....	6	Jan. & July.	London.	188		Louisville Loan (endorsement).....	150,000	6	" "	" "	1882
							Joliet and Chicago:	</				

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Kentucky Central:												
1st Mort. (Covington & Lexing.)	\$128,000	7	— & —	New York.	1872	...	Mississippi and Tennessee:					
2d Mortgage (do.)	844,000	7	— & —	" "	1882	...	1st Mortgage	\$900,000	7	April & Oct.	New York.	1876
3d Mortgage (do.)	230,000	7	— & —	" "	1885	...	2d Mortgage for \$1,300,000	850,000	8	Jan. & July.	" "	1870
Keokuk and St. Paul:							Tennessee State Loan	317,800	6	" "	" "	1892
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	96	Mobile and Girard:					
Income	100,000	7	" "	" "	1887	...	1st Mortgage Bonds	\$250,000	6	— & —	—	18—
Knoxville and Charleston:							Mobile and Ohio:					
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	...	1st Mortgage, Sterling	4,593,000	6*	May & Nov.	London.	1882
Knoxville and Kentucky:							1st Mortgage, Sterling	88	6	" "	Mobile.	1882
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	...	Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891
Tenn. State Loan (new)	800,000	6	" "	" "	1898	...	Income of '61, '62, '63 and '67	388,900	8	May & Nov.	Mobile.	1867
Lackawanna and Bloomsburg:							Liquidation (10 year) bonds	556,421	8	" "	New York.	1876
1st Mortgage		7	Jan. & July.	New York.	1875	...	Interest bonds	697,900	8	" "	Mobile.	1882
1st Mortgage (Extension)		7	March & Sept.	Philadelphia.	1885	...	Montgomery and Eufala:					
2d Mortgage		7	April & Oct.	"	1890	...	1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886
2d Mortgage (Extension)		7	May & Nov.	"	1890	...	Montgomery and West Point:					
Lake Erie and Louisville:							Income Bonds	100,000	8	Jan. & July.	New York.	1870
1st Mortgage for \$1,600,000	500,000	7	Jan. & July.	New York.	1893	...	Income Bonds	306,900	8	" "	" "	1870
Lehigh and Lackawanna:							Mortgage Bonds	719,500	8	" "	" "	1881
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	88	Morris and Essex:					
Lexington and Frankfort:							1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914
1st Mortgage	44,000	6	Jan. & July.	Lexington.	1897	74	2d Mortgage	3,000,000	7	Feb. & Aug.	"	1891
Lehigh Valley:							1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	95	Tenn. State Loan	150,000	6	" "	" "	—
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	94	Tenn. Coupons Funded	426,270	6	" "	" "	18—
Little Miami:							Nashville and Decatur:					
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	...	Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	188-93
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	...	Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870
Little Schuylkill:							Nashville and Northwestern:					
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	99	Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	188-94
Long Island:							2d Mortgage	792,050	6	" "	" "	71-82
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	95	Naugatuck:					
Hunter's Point Extension	175,000	7	Feb. & Aug.	"	1890	...	1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876
Glen Cove Branch	150,000	6	May & Nov.	"	1893	...	Newark and New York:					
Louisville, Cincinnati and Lexington:							1st Mortgage	600,000	—	— & —	New York.	18—
1st Mortgage for \$3,000,000	2,116,000	7	Jan. & July.	New York.	1897	85	New Bedford and Taunton:					
Louisville and Frankfort:							1st Mortgage	174,000	6	Jan. & July.	Boston.	1881
1st Mortgage	108,000	6	Jan. & July.	New York.	1897	78	New Brunswick and Canada:					
Louisville Loan	100,000	6	" "	"	1881	...	1st Mortgage, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867
Louisville and Nashville:							Newcastle and Beaver Valley:					
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	1897	98	1st Mortgage for \$150,000	125,000	7	May & Nov.	Philadelphia.	1882
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	"	1870	95	2d Mortgage for \$100,000	39,200	7	March & Sept.	"	1877
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	"	1870	...	New Haven and Northampton:					
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	"	1890	92	1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869
Louisville Loan, Main Stem	849,000	6	April & Oct.	"	1886	87	1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	"	1886	...	New Jersey:					
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	"	1893	...	Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	73-87
Consolid. 1st mort. for \$8,000,000	7	" "	" "	"	1898	90	New London Northern:					
Louisville, N. Albany & Chicago:							1st Mortgage	60,000	7	Jan. & July.	New London.	1875
1st Mort. New Albany & Salem	2,235,000	6	— & —	New York.	18—	...	1st Mortgage, Extension	370,000	7	March & Sept.	"	1885
Macon and Brunswick:							N. Orleans, Jackson & Gt. North:					
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	...	1st Mortgage for \$3,000,000	2,741,000	8	Jan. & July.	New York.	1886
McMinnville and Manchester:							2d Mortgage for \$3,000,000	1,019,000	8	" "	" "	70
Tenn. State Loan	772,000	6	Jan. & July.	New York.	18—		N. Orleans, Orléoussas & Gt. Wtn:					
Mahanoy and Broad Mountain:							1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	...	2d Mort. (F.) for \$1,000,000 (80 m.)	40,000	8	Jan. & July.	"	1887
Maine Central:							New York Central:					
\$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	1890-91	...	Premium, Sinking Fund Bonds	5,946,659	6	May & Nov.	New York.	1883
\$400,000 Loan	315,200	6	June & Dec.	"	1870-71	...	Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	"	1876
Bangor City Loan	600,000	6	April & Oct.	"	1874	...	Bonds for B. & N. Fall R.R. Co.	76,000	6	May & Nov.	"	1883
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	...	Bonds for railroad stocks	592,000	6	" "	"	1883
Marietta and Cincinnati:							Bonds for real estate	162,000	6	" "	"	87
1st Mortgage	2,308,385	7	Feb. & Aug.	Baltimore.	1892	89	Bonds and mortgages	58,215	7	various	"	var.
1st Mortgage, Sterling	1,000,000	7*	"	London.	1892	...	Convertible bonds	210,000	7	Feb. & Aug.	"	120
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	70	Renewal bonds of 1888	2,900,000	6	June & Dec.	"	1887
Scioto and Hocking Valley	300,000	7	"	"	1896	...	New York and Flushing:					
Memphis and Charleston:							1st Mortgage	125,000	7	— & —	New York.	18—
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	...	New York and Harlem:					
1st Mortgage, Convertible	1,293,000	7	May & Nov.	"	1880	85	1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873
2d Mortgage	1,000,000	7	Jan. & July.	"	1885	...	Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	"	1893
Memphis, Clarksville & Louisv.							1st Mortgage	1,068,500	6	April & Oct.	New York.	1875
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76	New York, Providence & Boston:					
Memphis and Little Rock:							1st Mortgage	230,000	6	Feb. & Aug.	New York.	188-78
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	...	Improvement Bonds	100,000	7	Jan. & July.	"	1881
Mortgage (road and land)	600,000	8	May & Nov.	"	1890	...	Extension Bonds	250,000	6	May & Nov.	"	1883
Michigan Central:							Norfolk and Petersburg:					
1st Mortgage, Sterling	467,459	6*	Jan. & July.	London.	1872	...	1st Mortgage	297,750	7	Jan. & July.	New York.	185-70
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	"	1869	...	1st Mortgage	328,600	8	" "	"	72
1st Mortgage, dollars, convertible	1,777,000	8	"	New York.	1869	113	2d Mortgage for \$300,000	6,000	8	" "	Norfolk.	1860
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	...	North Eastern:					
Consol. Sinking Fund Mortgage	4,231,500	8	"	"	1882	130	1st Mortgage	700,000	7	March & Sept.	Charleston.	1860
Michigan Southern & North. Ind.:							2d Mortgage for \$300,000	145,000	7	"	"	75
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	98	Interest Certificates	228,086	7	Jan. & July.	"	1875
2d Mortgage	2,693,000	7	"	"	1877	94	North Missouri:					
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	New York.	1874	...	1st Mortgage for \$6,000,000	3,000,000	7	Jan. & July.	New York.	1898
Detroit, Monroe & Toledo Mort.	924,000	7	"	"	1868	...	North Pennsylvania:					
Mifflin and Centre County:							1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1890
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	...	Chatel Mortgage	377,366	10	April & Oct.	"	1887
Milwaukee & Chicago, (40 miles):							2d Mortgage	274,500	7	— & —	"	109
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	...	North Shore, S. L.:					
3d Mortgage, ( " " )	10,500	7	June & Dec.	"	1898	...	1st Mortgage	110,200	7	— & —	New York.	18—
Milwaukee and Prairie du Chien:							Northern Central:					
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	...	1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.
Milwaukee and St. Paul:							2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	88
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	95	3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	86
2d Mortgage	1,476,000	7	April & Oct.	"	1884	84	Consol. 2d Mort. for \$6,000,000	952,000	6*	Jan. & July.	"	90
1st Mortgage (P. du C.)	3,582,000	8	"	"	1884	106	Northern New Hampshire:</					

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
North Carolina:											
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Office, N. Car.	1867	...	Providence, Warren and Bristol:				
New Loan for \$600,000.....	8	"	"	"	1887	...	1st Mortgage.....	\$100,000	8	March & Sept.	1872
Ogdensburg and Lake Champlain:	985,000	7	Jan. & July.	Boston.	1870	100	2d Mortgage.....	50,000	8	June & Dec.	1877
1st Mort. conv. into pref. stock.....	300,000	8	"	"	1899-78	102	Quincy and Toledo:				
Equipment Bonds.....							1st Mortgage.....	500,000	7	May & Nov.	1890
Ohio and Mississippi:							Raritan and Delaware Bay:				
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	94	1st Mortgage, S. F. (68 m.).....	1,000,000	7	March & Sept.	1888
1st Mortgage, W. Div.....	850,000	7	"	"	1872	...	2d Mortgage.....	250,000	7	"	1888
2d Mortgage, W. Div.....	750,000	7	"	"	1874	...	Equipment Bonds, convertible.....	208,000	7	"	1876
Income, W. Div.....	221,500	7	April & Oct.	"	1882	...	Tom's River Br. 1st Mort. ....	74,500	7	"	18-
Consolidated Mort. for \$6,000,000.....			7	Jan. & July.	"	86	Reading and Columbia:				
Old Colony and Newport:							1st Mortgage.....	650,000	7	March & Sept.	1882
Company Bonds.....	1,458,000	6	April & Oct.	Boston.	1875-76	94	2d Mortgage.....	350,000	7	June & Dec.	1884
Company Bonds.....	32,000	5	March & Sept.	"	1884	86	Rensselaer and Saratoga:				
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	102	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	1873
Orange, Alexandria & Manassas:							1st Mortgage (Sar. & Whitehall).....	400,000	7	March & Sept.	1886
1st Mort. (Alex. to Gordonsville).....	400,000	6	May & Nov.	New York.	1873	75	1st Mort. (Troy, Salem & Rutl.).....	500,000	7	May & Nov.	1890
2d Mort. (Charlotte to Lynchb.).....	1,130,500	6	Jan. & July.	"	1875	76	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	1890-97
3d Mort. ....	573,500	8	May & Nov.	Richmond.	1873	71	Richmond and Danville:				
4th Mort. ....	331,700	8	March & Sept.	Alexandria.	1880	...	Virginia State Loan.....	600,000	6	Jan. & July.	1877-88
Funded Coupons 1st & 2d Mort. ....	708,000	7	Jan. & July.	New York.	1882	72	Bonds guaranteed by Virginia.....	200,000	7	"	1876-78
Oswego and Rome:							4th Mortgage.....	423,000	7	Feb. & Aug.	1875
1st Mort. guar. by R. W. & O. ....	500,000	7	May & Nov.	New York.	1816	...	5th Mortgage.....	504,000	7	"	1873
Income.....	200,000	6	Feb. & Aug.	"	1891	...	Funded Interest.....	82,100	7	"	1876-97
Oswego and Syracuse:							Richmond and Fort Wayne:				
1st Mortgage.....	498,500	6	Jan. & July.	New York.	1870-80	...	1st Mortgage, guaranteed.....		7	— & —	18-
2d Mortgage.....	375,000	7	May & Nov.	"	1885	...	Rich., Frederickburg & Potomac:				
Pacific of Mo.:							Company Bonds, sterling.....	57,333	6*	Jan. & July.	1875
State Loan (20 and 30 years)....	7,000,000	6	Jan. & July.	New York.	172-89	...	Company Bonds, dollar.....	203,576	6	"	1875-79
Mortgage, construction.....	1,500,000	7	"	"	1888-70	93	Company Bonds, dollar.....	271,399	7	"	1875-79
St. Louis Loan.....	700,000	6	"	"	1871-73	...	Richmond and Petersburg:				
1st (new) Mortgage for \$7,000,000.....			6*	Feb. & Aug.	New York.	1888	Company Bonds (coup. & reg.).....	130,500	7	June & Dec.	1875
Panama:							Company Bonds (coupons).....	175,000	7	March & Sept.	1870
1st Mortgage, Sterling.....	416,000	7*	April & Oct.	London.	1870	...	Roanoke Valley (R. & Dan.):				
1st Mortgage, Sterling.....	346,000	7*	"	"	1875	...	1st Mortgage.....	148,200	7	Jan. & July.	1876
2d Mortgage, Sterling.....	1,912,000	7*	Feb. & Aug.	"	1872	...	Rockford, R. Island & St. Louis:				
Peninsula (C. & N. W.):							1st Mortgage, convertible, S.F. free.....				
1st Mortgage.....	1,075,000	7	March & Sept.	New York.	1898	96	Rome, Watertown & Ogdensb.:				
Pennsylvania:							1st Mortgage, Sinking Fund.....	554,500	7	June & Dec.	1891
1st Mort. { Harrisb. to Pittsb. }.....	4,972,000	6	Jan. & July.	Philadelphia.	1880	101	2d Mort. (Watertown & Rome).....	37,000	7	March & Sept.	1871
2d Mort. { Pitts. to Pittsb. }.....	2,594,000	6	April & Oct.	"	1875	96	Sinking Fund (Watertown & Rome).....	731,600	7	"	1880
2d M. stg. ....	2,283,840	6	"	"	1875	96	1st Mort. (Potsdam & Watert.).....	511,500	7	June & Dec.	1891-94
General Mortgage.....	1,548,000	6	J. A. J. & O.	Philadelphia.	1910	...	Rutland and Burlington:				
State lien on whole property.....	6,232,755	5	April & Oct.	Harrisburg.	1890	...	1st Mortgage.....	1,800,000	7	Feb. & Aug.	1863
Short Bonds and Debentures.....	3,520,728	6	Various.	Philadelphia.	var.	...	2d Mortgage.....	937,500	7	"	1863
Pensacola and Georgia:							3d Mortgage.....	440,000	7	"	1863
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18-		Sacramento Valley:				
1st Mortgage (Tallahassee R.R.).....	206,000	7	"	"	18-		1st Mortgage.....	400,000	10*	Jan. & July.	1875
2d Mortgage.....	255,000	8	"	"	18-		2d Mortgage.....	329,000	10*	Feb. & Aug.	1881
Peoria and Bureau Valley:							St. Joseph and Council Bluffs:				
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18-		1st Mortgage.....	1,400,000	10	March & Sept.	1892
Peoria, Pekin and Jacksonville:							St. Louis, Alton and Terre Haute:				
1st Mortgage for \$1,000,000.....	550,000	7	Jan. & July.	New York.	1887	...	1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	1894
Petersburg:							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	1894
Coupon Bonds.....	66,400	7	Jan. & July.	Petersburg.	171-72	...	2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	1894
Philadelphia and Baltimore Cent.:							2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	1894
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	...	2d Mortgage Income (Series E).....	1,700,000	7	"	1894
Philadelphia and Erie:							St. Louis and Iron Mountain:				
1st Mortgage (Sunbury & Erie).....	1,000,000	7	April & Oct.	Philadelphia.	1877	97	1st Mortgage for \$4,000,000.....	3,000,000	7	Feb. & Aug.	1892
1st Mortgage (General).....	5,000,000	6	"	"	1881	89	St. Louis, Jacksonville & Chicago:				
2d Mortgage.....	4,000,000	7	"	"	1901	89	1st Mortgage (\$15,000 per mile).....	2,250,000	7	April & Oct.	1894
3d Mortgage for \$3,000,000.....	600,000	6	"	"	1885	...	Equipment Bonds, free.....		10	Jan. & July.	18-
Philadelphia, Germant. & Norist.:							St. Paul and Chicago:				
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	...	1st Mort. S.F. guar. for \$4,000,000.....		8	J. A. J. & O.	1900
Philadelphia and Reading:							St. Paul and Pacific 1st Division:				
Bonds of 1849.....							1st Mortgage (10 miles).....	400,000	8	March & Sept.	1892
Bonds of 1861.....	401,000	6	April & Oct.	Philadelphia.	1870	99	1st Mort. (70 m.) & 2d (10 m.).....	700,000	7	Jan. & July.	1892
Bonds of 1863-43-44-45 and 49.....	108,000	6	Jan. & July.	"	1871	96	2d Mortgage and Land Grant.....	1,200,000	7	June & Dec.	1892
Bonds of 1867, convertible.....	2,497,500	6	"	"	1880	91	General Mort., stg. for £780,000.....		7*	Jan. & July.	18-
Bonds of 1886, Sterling.....	171,500	6	"	"	1886	94	General Mort., dol. for \$7,000,000.....		7	"	18-
Bonds of 1886, Sterling, conv. ....	182,400	5*	"	"	1880	...	Salem:				
Bonds of 1886 for renewals.....	288,000	7*	"	"	1880	...	1st Mortgage.....	100,000	7	Jan. & July.	1863
Mort. bonds of '68, clear of taxes.....	477,500	6	April & Oct.	"	1893	72-77	Salem and Lowell:				
Philadelphia and Trenton:						...	1st Mortgage.....	226,900	6	— & —	1876
1st Mort. (Camden & Amboy).....	2,255,000	7	Feb. & Aug.	Philadelphia.	1893	105	Sandusky and Cincinnati:				
Philadelphia, Wilmington & Balt.:							1st Mortgage.....	981,000	7	Feb. & Aug.	1900
Mortgage Loan, convertible.....	385,000	6	Jan. & July.	Philadelphia.	1884	...	3d Mortgage.....	148,000	7	"	18-
Bonds of 1866.....	1,000,000	4	April & Oct.	"	1884	71-76	Sandusky, Mansfield and Newark:				
Bonds of 1867.....	945,000	6	"	"	1887	93	1st Mortgage.....	1,290,000	7	Jan. & July.	1875
Pittsburg and Connellsville:							Funded Coupons.....	818,200	7	"	1875
1st Mort. (Turtle Creek Div.).....	400,000	6	Feb. & Aug.	New York.	1889	...	Schuylkill Navigation:				
Baltimore Loan (bonds & stock).....	1,000,000	6	"	Baltimore.	1886	...	1st Mortgage.....	1,761,213	6	March & Sept.	1872
Pittsburg, Ft. Wayne & Chicago:							3d Mortgage.....	3,980,670	6	Jan. & July.	1882
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	104	Improvement Bonds.....	362,500	6	May & Nov.	1870
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	...	Schuylkill and Susquehanna:				
1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	...	1st Mortgage.....	97,000	6	Jan. & July.	1863
1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	...	2d Mortgage.....	210,000	7	— & —	1863
1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	...	3d Mortgage.....	71,000	7	— & —	1863
1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	...	Convertible registered.....	128,893	7	— & —	1863
2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	98	Selma and Meridian:				
2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	...	1st Mortgage.....	70,873	7	— & —	1863
2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	...	2d Mortgage.....	52,000	7	— & —	1863
2d Mortgage (Series K).....	860,000	7	April & Oct.	"	1912	...	3d Mortgage.....	665,000	7	— & —	1863
2d Mortgage (Series L).....	860,000	7	May & Nov.	"	1912	...	Selma, Rome and Dalton:				
2d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912	...	1st Mort. (Ala. and Tenn. River).....	838,500	7	Jan. & July.	1872
3d Mortgage (Series N).....	2,000,000	7	April & Oct.	"	1912	96	2d Mort. (Ala. and Tenn. River).....	241,100	8	"	1864
Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	1876	...	Gen. Mort. (S.R.&D.) free of tax.....	3,000,000	7	April & Oct.	1887
Pittsburg and Steubenville:							Shamokin Valley and Pottsville				

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Shore Line (N. H. & N. L.)						Western Alabama:						
1st Mortgage, reconstruction	\$55,000	7	March & Sept.	New Haven.	1880	1st Mortgage, guar. for \$500,000.			7	April & Oct.	New York.	18—
South Carolina:						West Wisconsin:			7	Jan. & July.	London.	1883
Sterling Bonds £452,912	2,612,944	5*	Jan. & July.	London.	'71-'85	1st Mort. Land Grant, stg. conv.	1,000,000		7	Jan. & July.	London.	1873
Sterling Bonds £59,031	262,366	5*	"	Charleston.	'71-'85	West Chester and Philadelphia:			7	Jan. & July.	Philadelphia.	1873
Domestic Bonds	617,167	6	various.	"	'68-'74	1st Mortgage, convertible	400,000		7	Jan. & July.	Philadelphia.	1878
Domestic Bonds	595,500	7	"	"	'68-'72	2d Mortgage, registered	562,000		8	April & Oct.	"	1878
Domestic Bonds	280,000	7	April & Oct.	"	'88-'91	West Jersey:						
South Shore:						Loan of 1861 for \$1,000,000	238,000		6	March & Sept.	Philadelphia.	1883
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	Loan of 1865 for \$1,000,000	780,000		6	Jan. & July.	"	1896
South Side, Va.:						Western (Boston and Albany):						
Virginia State Loan	800,000	6	Jan. & July.	New York.	'68-'75	Sterling Loans, £899,900.	4,319,520	5*	April & Oct.	London.	'68-'71	
2d Mort. guar. by Petersburg	300,000	6	"	Petersburg.	'70-'75	Dollar Bonds	936,500	6	"	Boston.	1875	
3d Mort. (for City Point R. R.)	175,000	6	"	"	'65-'68	Western Maryland:						
4th Mortgage	314,900	6	"	"	'70-'72	1st Mortgage	400,000		6	Jan. & July.	Baltimore.	1890
5th Mortgage	119,000	8	"	"	'63-'69	1st Mortgage, endorsed by Balt.	200,000		6	"	"	1890
South Side, L. L.:						2d Mort. for \$300,000, end. by B.	300,000		6	"	"	1890
1st Mortgage	750,000	7	March & Sept.	New York.	1887	2d M. for \$300,000, end. by W. Co.						
South Western:						Western Pennsylvania:						
1st Mortgage	437,000	8	various.	Macon.	'75-'85	1st Mortgage, guaranteed	1,283,600		6	April & Oct.	Philadelphia.	18—
South West Pacific:						1st Mortgage for \$5,000,000	4,000,000		7	Feb. & Aug.	New York.	1896
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	Wills Valley:						
Southern Minnesota:						1st M. for \$1,000,000 end. by Ala.						
1st Mortgage L. G. for \$1,000,000	900,000	7	Jan. & July.	New York.	1885	Wilms., Charlotte & Rutherford:						
Springfield and Columbus:						N. Car. State Loan	2,320,000		6	Jan. & July.	New York.	'90-'92
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	1st Mortgage guar. by State			8	"	"	1897
Staten Island:						Wilmington and Manchester:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	1st Mortgage	596,000		7	June & Dec.	New York.	1866
Steubenville and Indiana:						2d Mortgage	200,000		7	May & Nov.	"	1873
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	Income Bonds	160,000		7	March & Sept.	Wilmington.	1864
Sullivan:						Bonds secured by W. & W. stk.	75,000		7	Jan. & July.	"	1862
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	Consol. Mortgage for \$2,000,000			7	May & Nov.	New York.	'92-'02
Syracuse, Binghamton and N. Y.:						Wilmington and Weldon:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	1st Mortgage, Sterling	576,888	6	Jan. & July.	London.	1881	
Tallahassee:						2d Mortgage, Sterling	197,777	7*	"	"	1886	
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	Sinking Fund Mortgage	508,000		7	April & Oct.	New York.	1896
Tioga:						Winchester and Alabama:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88-'96	
Toledo, Logansport & Burlington:						Winchester and Potomac:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	St. State Loan	85,333	6	August	Richmond.		
Toledo, Peoria and Warsaw:						Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	Winona and St. Peter:						
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	"	1866	1st Mortgage (C. & N. W.)						
Toledo, Wabash and Western:						Wrightsville, York & Gettysburg:						
1st Mort. (Tol. & Ill. 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	1st Mort. guar. by N. Central	52,000		7	May & Nov.	Baltimore.	1867
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	"	York and Cumberland (N. C.):						
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	"	1st Mortgage	175,000		6	May & Nov.	Baltimore.	1870
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	"	2d Mortgage	25,000	6	Jan. & July.	"	1871	
Equipm't Bonds (T. & W. 75m.)	600,000	7	"	"	"	3d Mortgage	500,000	6	"	"	1877	
S. F. (Tol. W. & W. 499 m.)	269,000	7	April & Oct.	"	"	CANAL BONDS:						
Consol. M. (T. W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	"	"	Chesapeake and Delaware:						
Troy and Boston:						1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	Interest Bonds						
2d Mortgage	300,000	7	April & Oct.	"	1885	State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	
3d Mortgage	650,000	7	May & Nov.	"	1875	Sterling, guaranteed	4,375,000	5*	"	London.	1890	
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	
Troy Union:						Delaware Division:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	
2d Mortgage, guaranteed	180,000	6	"	"	Delaware and Hudson:							
Union and Logansport:						1st Mortgage	531,000	7	March & Sept.	New York.	1870	
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	1st Mortgage (new)	1,500,000	7	May & Nov.	"	1877	
Union Pacific:						Delaware and Raritan (See Cam						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	1897-8	Erie of Pennsylvania:						
2d Mortgage (Gov. subsidy)	25,998,000	6	"	"	1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865		
Union Pacific-Central Branch:					"	Interest Bonds	161,960	7	"	"	18—	
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	Illinois and Michigan:						
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	"	1895	Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	
Union Pacific-Eastern Division:					"	Ill. State bonds, sterling, reg.	500,967	6*	"	"	1870	
1st Mortgage	6,303,000	6*	June & Dec.	New York.	1895	Ill. State bonds, stg. coup. & reg.	32,700	6*	"	New York.	1870	
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	"	"	Ill. State bds, cur, coup. & reg.	35,400	6	Jan. & July.	"	1870	
Vermont Central:						Lehigh Coal and Navigation:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	2d Loan	5,606,122	6	"	"	1884	
Equip. Loan (V. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	"	3d Loan	2,000,000	6	"	"	"	84	
Vermont and Massachusetts:						Gold Loan	5,000,000	6*	June & Dec.	"	1897	
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	Convertible Loan	1,201,850	6	"	"	93	
Vermont Valley:						Monongahela Navigation:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	
1st Mortgage	114,000	6	"	Boston.	1860	2d Mortgage	57,000	6	"	"	18—	
2d Mortgage	293,200	7	"	New York.	1859	Morris (and Banking):						
Vicksburg and Meridian:						1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	2d Mortgage	302,750	6	"	"	1876	
"	850,000	7	or	"	"	Boat Loan	232,087	6	"	"	1885	
"	154,000	7	April & Oct.	"	"	North Branch:						
"	1,263,000	7	"	"	"	1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	
Funded Coupons	420,000	7	"	"	"	Schuylkill Navigation:						
Special Loan	200,000	8	"	"	"	1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	
Virginia Central:						2d Mortgage	3,980,670	6	Jan. & July.	"	1882	
State Loan	210,000	6	Jan. & July.	New York.	1891	Improvement Loan	1,001,670	6	May & Nov.	"	68	
1st Mortgage (guar. by State)	100,000	6	"	N. Y. & Rich.	1880	Susquehanna and Tide Water:						
2d Mortgage	206,500	6	"	"	"	Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	
3d Mortgage	983,000	6	"	"	"	Coupon Bonds	1,250,000	6	"	Baltimore.	1878	
Income and other unsecured bds	116,125	8	"	"	"	Preferred Interest Bonds	325,000	6	"	"	1894	
Virginia and Tennessee:						Union (Pa.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	
2d Mortgage	23,500	6	"	"	"	West Branch and Susquehanna:						
3d Mortgage (Enlarged)	990,000	6	"	"	"	1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	
Income Bonds	138,500	6	"	"	"	Wyoming Valley:						
Funding Bonds (\$1,000,000)	736,000	8	"	"	"	1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	
Warren:						MISCELLANEOUS BONDS:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	American Dock & Improvement:						
Warren and Franklin:						Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	Western Union Telegraph:						
Warwick Valley:						1st Mortgage, convertible	4,8					

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad," A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." Stateaid Railroads are distinguished by a "1."

## Abstract of General Balance Sheet.

Railroad	Rolling Stock.		Companies.		Liabilities.		Operations.		Earnings.		Value of Shares.		
	Years ending	Cars.	Freight.	B. M. E.	Pasa.	Accounts and Cash.	Assets	Stocks.	Bonds.	Passen-	Net.	Gross.	Market.
2d Track and Sidinga.	M.	M.	M.	M.	M.	Surplus Income.	Accounts	Stocks.	Bonds.	Freight.	Freight.	Dividends.	Par.
Branch Line.	M.	M.	M.	M.	M.					M.	M.		
Main Line.	M.	M.	M.	M.	M.					M.	M.		
Sept. 30, 1867 25.0	1	6	6	2	194	Alabama and Florida.	142,218	4,188,000	915,000	418,711	127,192	18,486,000	100
Sept. 30, 1867 114.0	14	6	2	150	112	Albany and Susquehanna.	1,661,338	1,637,100	2,802,000	114.0	120.0	328,745	66,865
Sept. 30, 1868 125.0	112	15	7	121	10	Atlantic and Gulf.	1,661,338	1,637,100	560,000	120.0	291,226	4,250,198	100
Oct. 31, 1867 132.0	120	13	6	120	45.0	Allegheny Valley.	1,661,338	1,637,100	4,000,000	69.0	68.0	115,701	227,319
Jun. 30, 1867 26.0	3.7	7	3	101	101	Androscoggin.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	186,132	100
Nov. 30, 1867 22.0	8.2	17	6	8.2	16	Ashuelot.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	38,123	100
Jun. 30, 1868 86.7	8.2	16	7	8.2	16	Atlanta and West Point.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	7,081,364	100
Oct. 31, 1867 236.0	8.2	16	7	8.2	16	Atlanta and Great West.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Dec. 31, 1867 49.0	12.1	21	9	8.2	16	Atlanta and Gulf.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
May 31, 1867 94.9	7.7	9	6	8.2	16	Atlantic and North Carolina.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Jun. 30, 1867 149.0	1.6	25.0	17	4.5	17	Atlantic and South Lawrence.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Sept. 30, 1867 149.0	0.5	2.8	1	4.5	1.5	Avon, Gennesee and Mount Morris.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Sept. 30, 1867 8.0	32.0	290.137	27.3	8.0	2.8	Baltimore and Ohio.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Sept. 30, 1866 103.6	103.6	103.6	103.6	103.6	103.6	Bay de Nogent and Marquette.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Dec. 31, 1867 46.0	4.5	96.0	9	3	36	Bay de Nogent and Marquette.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Dec. 31, 1867 263.0	2.0	36.2	22	10	5.5	Bellefontaine.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Dec. 31, 1867 67.0	0.1	9.1	20.1	5	6	Bethel.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Nov. 30, 1867 21.2	1.7	1.7	80	80	80	Biddeford.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Jan. 30, 1867 14.0	6.5	6.5	4	3	3	Bingham and Rutland.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Sept. 30, 1867 200.0	41.1	260.8	143.110	11	2	Biosburg and Corning.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Nov. 30, 1867 280.0	41.1	260.8	32.8	12	3	Boston, Clinton and Fitchburg.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Mar. 31, 1868 93.5	6.7	4.5	12	4	2	Boston, Concord and Montreal.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Nov. 30, 1867 88.8	19.5	12.8	29.0	18	18	Bos. Hart and Erie.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Nov. 30, 1867 26.8	1.9	43.6	27	28	16	Boston and Lowell.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
May 31, 1868 74.3	9.9	54.4	43.3	72	72	Boston and Maine.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Nov. 30, 1867 47.0	7.0	46.6	31	47	12	Boston and Providence.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Nov. 30, 1867 44.6	24.0	66.6	40	64	16	Buff., Bradford and Pittsb.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Dec. 30, 1867 26.0	2.0	2.0	2.0	2.0	2.0	Buff., Corry and Pittsb.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Oct. 31, 1867 36.7	36.7	36.7	4.5	3	3	Buffalo and Erie.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Oct. 31, 1867 88.8	23.0	23.0	4.5	4.5	4.5	Buffalo and Lake Huron.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Sept. 30, 1867 161.0	21	8.8	28	22	9	Buffalo, New York and Erie.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Sept. 30, 1867 140.0	13.0	13.0	13.0	13.0	13.0	Burnett and Washington River.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Sept. 30, 1867 156.0	100.0	124.0	13.2	5	5	Burton and Missouri River.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Dec. 31, 1867 61.3	31.1	100.0	7.1	2	2	Cambria and Foggsville.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Dec. 31, 1867 60.2	4.1	4.1	8.2	8	8	Cat�awissa.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Dec. 31, 1867 23.0	7.1	7.1	4.8	8	8	Cayuga and Susquehanna.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Nov. 30, 1867 46.0	4.0	4.0	7.1	7	12	Cedar Falls and Minnesota.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Nov. 30, 1867 18.8	1.1	1.1	2.7	2.7	2.7	Cape Cod.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Dec. 31, 1867 41.0	1.0	1.0	3.1	16	3	Cape May and Millville.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Oct. 31, 1867 20.0	2.7	4.5	5.5	5	5	Catasauget and Foggsville.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Oct. 31, 1867 65.0	2.6	6.9	21	9	4	Cat�awissa.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Dec. 31, 1867 54.6	34.6	34.6	8.0	8	8	California and Savannah.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Dec. 31, 1867 14.0	1.1	1.1	7.1	7	7	Charleston and S. Carolina.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Dec. 31, 1867 271.6	12.6	12.6	12.6	12.6	12.6	Charter and Darlington.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Dec. 31, 1867 190.6	4.0	4.0	21	17	7	Chesapeake and Delaware.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Dec. 31, 1867 64.0	10.0	76.0	88.6	88.6	88.6	Chesapeake Valley.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Jun. 30, 1867 137.0	20.8	97	42	42	42	Chicago and Alton.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Dec. 31, 1867 138.0	30.0	100.0	17.0	24	24	Chicago, Burlington and Quincy.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Dec. 31, 1867 139.0	30.0	100.0	10.0	56.8	56.8	Cincinnati and Hamilton and Dayton.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Dec. 31, 1867 140.0	30.0	100.0	10.0	56.8	56.8	Cincinnati and Louisville and Nashville.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Dec. 31, 1867 141.0	30.0	100.0	10.0	56.8	56.8	Cincinnati and Tennessee.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Dec. 31, 1867 142.0	30.0	100.0	10.0	56.8	56.8	Cincinnati and Indianapolis Junction.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Dec. 31, 1867 143.0	30.0	100.0	10.0	56.8	56.8	Cincinnati and Martinsville.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Dec. 31, 1867 144.0	30.0	100.0	10.0	56.8	56.8	Cincinnati and Chicago.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Dec. 31, 1867 145.0	30.0	100.0	10.0	56.8	56.8	Cincinnati and Chicago.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Dec. 31, 1867 146.0	30.0	100.0	10.0	56.8	56.8	Cincinnati and Chicago.	1,661,338	1,637,100	1,661,338	1,661,338	1,661,338	1,661,338	100
Dec. 31, 1867 147.0	30.0	100.0	10.0	56.8	56.8	Cincinnati and Chicago.	1,661,338	1,637,100	1,661,				



## **RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.**

THE DOMESTIC are among the most numerous and varied of the species of the genus *Phalaenopsis*.

Abstract of General Balance Sheet.												
Value of Shares		Operations.										
Market. Par.		Earnings.					Carried one mth.					
Dividends.						Freight.						
Railroad Operated.		Net.			Gross.			Carried one mth.			Freight.	
Trains Moved.		Passen- gers.			Freight.			Carried one mth.			Freight.	
Railroad Operated.		M.			M.			M.			M.	
Companies.		Surplus Income.			M.			M.			M.	
Property and Assets.		Accounts.			M.			M.			M.	
Railroad.		Stocks.			Stocks.			Stocks.			Stocks.	
Rolling Stock.		Bonds.			Bonds.			Bonds.			Bonds.	
Railroad.		Accounts.			Accounts.			Accounts.			Accounts.	
Accounts and Cash.		M.			M.			M.			M.	
Assets.		M.			M.			M.			M.	
Rolling Stock.		M.			M.			M.			M.	
Railroad.		M.			M.			M.			M.	
Railroad.		M.			M.			M.			M.	
Accounts and Cash.		M.			M.			M.			M.	
Assets.		M.			M.			M.			M.	
Rolling Stock.		M.			M.			M.			M.	
Railroad.		M.			M.			M.			M.	
Railroad.		M.			M.			M.			M.	
Accounts and Cash.		M.			M.			M.			M.	
Assets.		M.			M.			M.			M.	
Rolling Stock.		M.			M.			M.			M.	
Railroad.		M.			M.			M.			M.	
Accounts and Cash.		M.			M.			M.			M.	
Assets.		M.			M.			M.			M.	
Rolling Stock.		M.			M.			M.			M.	
Railroad.		M.			M.			M.			M.	
Accounts and Cash.		M.			M.			M.			M.	
Assets.		M.			M.			M.			M.	
Rolling Stock.		M.			M.			M.			M.	
Railroad.		M.			M.			M.			M.	
Accounts and Cash.		M.			M.			M.			M.	
Assets.		M.			M.			M.			M.	
Rolling Stock.		M.			M.			M.			M.	
Railroad.		M.			M.			M.			M.	
Accounts and Cash.		M.			M.			M.			M.	
Assets.		M.			M.			M.			M.	
Rolling Stock.		M.			M.			M.			M.	
Railroad.		M.			M.			M.			M.	
Accounts and Cash.		M.			M.			M.			M.	
Assets.		M.			M.			M.			M.	
Rolling Stock.		M.			M.			M.			M.	
Railroad.		M.			M.			M.			M.	
Accounts and Cash.		M.			M.			M.			M.	
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Railroad.		M.			M.			M.			M.	
Accounts and Cash.		M.			M.			M.			M.	
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Railroad.		M.			M.			M.			M.	
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Railroad.		M.			M.			M.			M.	
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Rolling Stock.		M.			M.			M.			M.	
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Accounts and Cash.		M.			M.			M.			M.	
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Rolling Stock.		M.			M.			M.			M.	
Railroad.		M.			M.			M.			M.	
Accounts and Cash.		M.			M.			M.			M.	
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Rolling Stock.		M.			M.			M.			M.	
Railroad.		M.			M.			M.			M.	
Accounts and Cash.		M.			M.			M.			M.	
Assets.		M.			M.			M.			M.	
Rolling Stock.		M.			M.			M.			M.	
Railroad.		M.										



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are marked in "Railroads." State and Railroads are distinguished by a "1."

Land Grant Railroads are printed in "Italics." State said Railroads are distinguished by a "u." <sup>17</sup>

## Abstract of General Balance Sheet

Abstract of General Balance Sheet.											
Value of Shares.		Operations.									
Market.		Earnings.					Operations.				
Par.		Dividends.						Carried one mile.			
		Net		Gross.		Freight.					
		Passen- ger.		Freight.		Tons.					
		Number.		(6 ft mso.)		Number.					
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JANALIS, &c

## CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

## HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length of equivalent single track. m.	Horses and Dummies. Cars.	No.	COMPANIES.		Cost of Road and Equipment.	Share Capital.	Indebtedness.	Earnings.	Dividends on paid Capital.	Value of Shares.	Market.	
				Cost	of Road and Equipment.				Bonded Debt.	Floating Debt.	Gross.	Net.	
Sept. 30, '68	7.37	No.	91	12 Albany	N.Y.	\$136,414	98,900	40,000	\$5,000	\$5,580	Loss.	100	100
Nov. 30, '68	3.25	12	25 Albany st. Freight (B'ton). Mass.	Pa.	150,000						100	100	
Oct. 31, '68	31.00	480	80 Baltimore City.	Md.	72,674	31,500	29,814	12,191	6,771	3,093	100	100	
Sept. 30, '68	22.00	401	50 Bleeck, st. & F.F. (N.Y.C.) N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	Loss.	100	100	
Nov. 30, '68	3.53	—	— Boston and Chelsea.	Mass.	110,000	110,000			8,800	1,193	6.8	100	
Sept. 30, '68	10.76	162	40 Broadway (Brooklyn).	N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	
Sept. 30, '68	16.00	791	106 B'dway & 7th Av. (N.Y.C.) N.Y.	522,896	2,100,000	1,600,000		664,652	184,914	Loss.	100	100	
Sept. 30, '68	8.00	10	30 Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	100	100		
Sept. 30, '68	74.00	1420	29 Brooklyn City.	N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0	100	
Sept. 30, '68	11.00	201	43 Brooklyn City & Newtown N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	100	100		
Sept. 30, '68	6.50	40	12 B'klyn Prosp. & Flatb. N.Y.	434,600	254,600	300,000	1,487			100	100		
Sept. 30, '68	4.28	30	30 B'klyn & Rockaway Beach N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	100	100		
Sept. 30, '68	15.21	197	53 Buffalo street.	N.Y.	318,909	50,300	186,000	109,500	99,734	17,427	50	50	
Sept. 30, '68	7.85	—	— Bushwick (Brooklyn).	N.Y.	264,982	262,200	2,000	20,508	72		100	100	
Nov. 30, '68	28.52	—	— Cambridge (Boston).	Mass.	731,671	727,800	150,000	94		89,058	9.0	100	
Sept. 30, '68	1.76	39	Central City (Syracuse).	N.Y.	29,758	21,130	6,000		18,645	4,097	10	10	
Sept. 30, '68	36.00	561	149 Cen. P. N.E.R. (N.Y.C.) N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	100	100		
Dec. 31, '68	9.20	200	— Cincinnati street.	O.							100	100	
Oct. 31, '68	7.25	30	27 Citizens' (10th & 11th sts.) (Ph.) Pa.	179,635	192,750			227,369	95,876	32.1	50	194	
Oct. 31, '68	9.00	146	30 Citizens' (Pittsburg).	Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44
Dec. 31, '68	6.50	—	— City Passenger (Cin.).	O.							100	100	
Sept. 30, '68	14.83	236	18 Coney Island (Brooklyn).	N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	100	100	
Sept. 30, '68	22.89	112	16 Dry Dock, E.B. & B.(N.Y.C.) N.Y.	772,303	1,200,000	700,000		669,174	135,905	100	100		
Sept. 30, '68	3.50	10	16 Dunkirk and Fredonia.	N.Y.	42,605	34,815		2,448	8,721	3,443	100	100	
Oct. 31, '68	1.63	10	3 Easton and S. Easton.	Pa.	24,275	26,000	500		10,444	3,732	25	25	
Sept. 30, '68	18.00	872	160 Eighth Avenue (N.Y.City) N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	
Dec. 31, '68	8.00	52	59 Fairhaven and Westville.	Conn.	152,917	150,000					100	100	
Sept. 30, '68	1.74	52	— Fifth Ward (Syracuse).	N.Y.	27,533	26,170			6,761	2,466	100	100	
Sept. 30, '68	15.38	387	50 42d st. & Gr'd st. F.(N.Y.C.) N.Y.	1,041,204	748,000	260,000		341,781	85,664	10.0	100	100	
Oct. 31, '68	16.37	298	50 Frankford & Southwark (Ph.) Pa.	762,491	491,750	200,000		299,238	56,713	5.0	50	50	
Sept. 30, '68	3.25	16	5 Genesee & Water st. (Syr.) N.Y.	42,200	42,500	9,000	400	8,653	159				
Oct. 31, '68	34.25	356	81 Germantown (Phila.).	Pa.	62,200	112,245	350,000		322,439	85,644	37.4	50	19
Oct. 31, '68	5.40	125	28 Girard College (Phila.).	Pa.	171,712	170,000			117,342	25,119	8.5	50	17
Sept. 30, '68	5.50	92	12 Gr'd st. & Newtown (B'k'n) N.Y.	200,000	170,000	30,000		72,870	5,321	100	100		
Oct. 31, '68	5.09	224	42 Green and Coates st. (Phila.).	Pa.	236,220	150,000	100,000		187,103	22,887	7.5	50	15
Sept. 30, '68	—	—	43 Greenpoint & Wm'bg (B'k'n) N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	100	100		
Oct. 31, '68	2.14	6	6 Harrisburg City.	Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	25	24	
Dec. 31, '68	9.00	19	6 Hartford & Wethersfield.	Conn.	180,000	180,000					100	100	
Oct. 31, '68	16.17	345	78 Hest. Mant. & F'moun (Ph.) Pa.	472,687	306,390	165,700	3,292	262,829	40,431	50	50		
Dec. 31, '68	—	—	— Hoboken and Hudson City N.J.	161,535	106,700	74,000	9,272			100	100		
Sept. 30, '68	2.50	—	— Hudson and Weehawken N.J.	161,535	106,700	74,000	9,272			100	100		
Dec. 31, '68	10.47	—	— Jersey City & Bergen Point N.J.	239,063	113,230	130,000	2,500	63,945	Loss.	100	100		
Sept. 30, '68	3.56	28	9 Kingston and Rondout.	N.Y.	78,989	75,000			20,971	2,170	34	100	100
Oct. 31, '68	5.20	113	21 Lombard and South st. (Ph.) Pa.	165,627	90,000	62,500	10,560	70,353	6,702	25	0		
Nov. 30, '68	4.03	48	48 Lowell Horse.	Mass.	69,416	55,830			2,080	29,240	3,411	100	100
Nov. 30, '68	12.56	201	32 Lynn and Boston.	Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	100	100	
Nov. 30, '68	3.60	—	— Malden and Melrose (B'k'n) Mass.	60,246				52,600	24,472				
Nov. 30, '68	1.00	—	— Marginal Freight (Boston).	Mass.	177,624	177,700					100	100	
Nov. 30, '68	3.08	—	— Medford & Charlestown (B'k'n) Mass.	27,500	21,000	6,500				100	100		
Nov. 30, '68	5.11	37	6 Merrimac Valley.	Mass.	50,241	50,000			12,810	2,249	100	100	
Sept. 30, '68	6.00	58	13 Metropolitan (Brooklyn).	N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	100	100	
Nov. 30, '68	42.86	791	156 Metropolitan (Boston).	Mass.	1,543,729	1,250,000			177,164	765,918	135,284	10.0	100
Nov. 30, '68	7.42	254	47 Middletown (Boston).	Mass.	522,834	400,000	91,902	38,917	206,640	16,659	100	100	
Sept. 30, '68	12.20	180	52 Ninth Avenue (N.Y. City) N.Y.	468,322	372,320	167,000		13,884	562	100	100		
Nov. 30, '68	3.39	17	4 Northampton & Wm'bg.	Mass.	300,000	300,000			13,884	562	100	100	
Nov. 30, '68	2.16	6	2 North Woburn (Boston).	Mass.	27,657	20,950	8,000	4,429	4,174	808	100	100	
Oct. 31, '68	7.25	73	13 Oakland & E. Liberty (Pbg.) Pa.	105,457	59,500	17,000	14,094	49,929	49,929	50	50		
Dec. 31, '68	17.67	28	25 Orange and Newark.	N.J.	682,438	288,550	380,000	26,500	147,327	24,479	50	50	
Dec. 31, '68	3.81	—	— Passenger (Cin.).	O.	100,000	100,000					100	100	
Oct. 31, '68	9.17	30	3 Peoples' street (Scranton).	Pa.	110,907	104,028			16,003	Loss.	100	100	
Oct. 31, '68	7.07	271	48 Philadelphia City C. & W.	446,265	225,000	200,000	21,265	250,557	45,270	20	50	15	
Oct. 31, '68	5.89	50	14 Philadelphia and Darby.	Pa.	250,419	160,000	89,000		40,374	11,622	4	20	20
Oct. 31, '68	8.50	140	54 Philadelphia & Gray's Ferry.	Pa.	293,548	285,307	5,500		87,643	16,274	7	50	25
Oct. 31, '68	8.25	153	28 P'g, Allegheny & Manchest.	Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.5	50	31
Oct. 31, '68	5.20	80	12 Pittsburg and Birmingham.	Pa.	108,488	82,000	10,600	30,082	70,706	8,483	7.3	50	41
Dec. 31, '68	6.88	92	16 Portland.	Me.	160,300	160,300			600	45,007	12,809	7	100
Nov. 30, '68	5.69	59	9 Quincy (Boston).	Mass.	77,640	71,600	66,434	57,592			100	100	
Oct. 31, '68	8.00	96	42 Ridge Av. & Manayunk (Ph.) Pa.	179,635	120,500	63,300		36,111	Loss.	50	25		
Sept. 30, '68	10.50	96	22 Rochester and Brighton.	N.Y.	74,000	59,000	15,000		31,490	11,290	100	100	
Nov. 30, '68	7.87	47	15 Salem and Danvers.	Mass.	182,845	150,000	32,100	11,561			100	100	
Oct. 31, '68	3.96	47	15 Schuylkill River (Phila.).	Pa.	47,464	50,000					50	10	
Sept. 30, '68	16.00	597	92 Second Avenue (N.Y. City) N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	100	100		
Oct. 31, '68	33.00	485	76 2d and 3d street (Phila.).	Pa.	628,843	573,387	109,300		524,611	177,857	11	50	30
Oct. 31, '68	5.62	110	17 17th and 19th street (Phila.).	Pa.	116,918	130,000			37,408	79,754	11,569	50	13
Sept. 30, '68	8.37	657	52 Sixth Avenue (N.Y. City).	N.Y.	1,786,977	750,000	250,000		625,341	140,808	10.	100	100
Nov. 30, '68</													

## PREFERRED &amp; GUARANTEED STOCKS.

(Marked with an asterisk (\*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount out-standing.	Div'ds	Rate.	Paid.	Market Price.
<b>RAILROAD STOCKS:</b>					
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	4	4	...
Atlantic and St. Lawrence* guar.	2,494,000	6	6	6	...
Baltimore and Ohio, pref.	3,000,000	6	6	6	...
Berkshire, * guaranteed.	600,000	7	7	7	...
Blossburg and Corning* guar.	250,000	5	5	5	...
Boston, Concord and Montreal, pref.	1,340,000	6	6	6	...
Buffalo, N. York and Erie, * guar.	950,000	7	7	7	...
Camden and Atlantic, pref.	600,000	7	44	44	...
Catawissa, * pref. and guar.	2,200,000	7	7	77	...
Cayuga and Susquehanna* guar.	589,110	9	...	...	...
Cedar Rapids & Missouri, * preferred and guaranteed.	755,000	7	3½	3½	...
Central Ohio, preferred.	400,000	7	7	7	...
Chemung, * guar.	280,000	8	6	6	...
Cheshire, preferred.	2,017,815	7	3	75	...
Chicago and Alton, pref.	2,425,400	7	10	159½	...
Chicago, Iowa and Nebraska, * guar.	2,600,000	10	...	...	...
Chicago and Northwestern, pref.	16,356,287	7	10½	96	...
Cleveland and Mahoning, * guar.	2,056,000	7	7	7	...
Cleveland and Toledo, *† guar.	6,250,000	3½	...	...	...
Cocheccho, * preferred.	177,750	8	...	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	80%	...
Cumberland Valley, 1st pref.	241,500	8	11½	11½	...
" " 2d pref.	242,000	8	8	8	...
Delaware, * guaranteed.	594,261	6	6	...	...
Detroit & Milwaukee, * preferred and guaranteed.	1,500,000	6	...	...	...
Dubuque and Sioux City, * preferred and guaranteed.	1,988,170	7	7	97½	...
Dubuque Southwestern, pref.	330,308	7	7	7	...
Eastern (N. H.), * guaranteed.	492,500	8	8	8	...
Elmira, Jefferson and Canandaigua, * guaranteed.	500,000	5	5	5	...
Elmira and Williamsport, * guar.	500,000	5	5	5	...
Elmira and Williamsport, * preferred and guaranteed.	500,000	7	7	83	...
Erie, preferred	8,536,910	7	7	7	...
Hannibal and St. Joseph, pref.	5,253,836	7	121	...	...
Harrisburg and Lancaster, * guar.	1,182,550	7	7	7	...
Housatonic, preferred	1,180,000	8	4	64½	...
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	...	...
Joliet and Chicago, * guar.	1,500,000	7	7	7	...
Joliet and Northern Indiana, * guar.	300,000	8	8	8	...
Lackawanna and Bloomsburg, pref.	500,000	7	5	5	...
Leeds and Farmington, * guar.	2,646,100	7	7	7	...
Little Schuylkill, * guar.	211,122	9	9	102	...
Louisville, Cincinnati and Lexington, preferred	6,586,135	6	233	...	...
Marietta and Cincinnati, 1st pref.	4,051,744	6	82	...	...
" " 2d pref.	1,000,000	9	9	9	...
Manchester and Lawrence, *.	586,800	10	10	10	...
Michigan Southern, guaranteed.	323,375	10	10	10	...
Mill Creek and Mine Hill, * guar.	3,214,250	8	8	105	...
Milwaukee and P. du Chien, 1st pref.	1,014,000	7	7	7	...
Milwaukee and St. Paul, preferred.	8,050,892	7	8½	...	...
Mine Hill and Schuylkill Haven, * guaranteed.	3,775,000	8	8	...	...
Mount Carbon & Pt. Carbon, * guar.	282,250	12	12	...	...
New Haven and Northampton*.	1,344,000	2	...	...	...
New York and Harlem, pref.	1,500,000	8	150	...	...
Niagara Br. and Canandaigua, * guar.	1,000,000	6	6	...	...
North Eastern (S. C.) preferred.	155,000	8	8	...	...
Ogdensburg and L. Champlain, pref.	1,037,000	8	106	...	...
Ohio and Mississippi, pref.	3,500,000	7	7	79½	...
Paterson and Hudson, * guar.	630,000	8	8	...	...
Paterson and Ramapo, * guar.	248,000	5	5	...	...
Peoria and Bureau Valley, * guar.	1,200,000	6	6	...	...
Philadelphia and Erie, *.	5,996,700	10	10	10	...
Philadelphia and Reading, pref.	1,551,800	10	10	10	...
Philadelphia and Trenton, *† guar.	1,099,120	10	10	10	...
Pittsfield and North Adams, * guar.	450,000	6	6	...	...
Portl. & Kennebec (Yarmouth), * guar.	202,400	6	6	...	...
Portland, Sago & Portsmouth, *.	1,500,000	6	6	...	...
Portsmouth and Concord, *.	350,000	7	7	...	...
Richmond, Fredericks & Potomac, guaranteed.	142,900	7	7	76	...
Rochester and Genesee Valley, *.	557,560	7	7	7	...
Rutland, preferred.	2,040,000	7	7	61	...
St. Louis, Alton and T. H., pref.	445,596	6	34	...	...
Sandusky and Cincinnati, pref.	576,050	5	5	...	...
Schuylkill Valley, * guar.	869,450	5	5	...	...
Shamokin Valley & Pottsville, * guar.	1,300,000	7	7	...	...
Tol. Peoria & Warsaw (W. D.) pref.	1,700,000	7	7	82	...
Toledo, Wahash and Western, pref.	1,000,000	7	7	82	...
Troy and Greenbush, * guar.	274,000	7	7	7	...
Vermont and Canada, * guar.	2,500,000	8	8	...	...
Warren, * guar.	1,408,300	7	7	...	...
White Mountains, * guar.	200,000	5	5	...	...
Wrightav., York & Gettysburg, * pref.	317,050	2	...	...	...
<b>CANAL STOCKS:</b>					
Delaware Division, * guar.	1,633,350	8	8	...	...
Morris, preferred.	1,175,000	10	10	65	...
Schuylkill Navigation, pref.	2,888,997	6	40	...	...
Union, preferred.	6	...	...	...	...
<b>MISCELLANEOUS STOCKS:</b>					
Cumberland Coal, pref.	6	...	34½	...	...
Mariposa Mining, pref.	1,774,400	7	7	17	...

## WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 2 cents per lb.; Pig, #8 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1..... per ton 40 — @ 45 —

Pig, American, No. 1 (good to best)..... 41 — @ 42 —

Pig, American Forge..... 38 — @ 39 —

Pig, American..... 36 — @ 37 —

Bar, Refined, English and American..... 35 — @ 90 —

Bar, Swedes, assorted sizes..... (gold) 82 50 @ 87 50

STORE PRICES.

Bar, Swedes, ordinary sizes..... — @ 140 —

Bar, English and American, Refined..... — @ 92 50

Bar, English and American, Common..... — @ 87 50

Scroll..... 120 — @ 150 —

Ovals and Half-round..... 117 50 @ 142 50

Band..... 117 50 @ —

Horse Shoe..... 117 50 @ —

Roils, 2½@16 inch..... 97 50 @ 155 —

Hoop..... 125 — @ 180 —

Nail Rod..... per lb. — 8½ @ — 9½ —

Sheet, Russia, assorted No.'s..... (gold) 11½ @ — 13½ —

Sheet, Single D. and T. Common..... 5½ @ — 6½ —

Kails, English..... per ton 55 50 @ 56 —

Bar, American..... — @ 75 —

Anvils, Eagle..... per lb. — 9½ @ —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)..... 18 @ — 22

English Spring (2d and 1st quality)..... 9 @ — 11½ —

English Blister (2d and 1st quality)..... 11½ @ — 19

English Machinery..... 12½ @ — 15

English German (2d and 1st quality)..... 14 @ — 16

American, Cast, Tool, do..... 19 @ —

American, Spring, do..... 10 @ — 13

American Machinery, do..... — @ — 13

American German, do..... 10 @ — 13

Sheathing, New..... per lb. — 33 —

Braziers..... — @ — 35

Nails..... — 40 @ —

Sheathing, &c., Old..... 22 @ — 23

Sheathing, Yellow Metal..... — @ — 27

Bolts, Yellow Metal..... — @ — 27

American Ingot..... 22½ @ — 22½ —

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca..... (gold), per lb. — 34 @ —

Straits..... (gold), per lb. — 29 @ — 30 —

English..... (gold), — 30 @ —

Plates—Fair to good brands, — Gold..... — Currency.

I. C. Charcoal..... per box. 8 25 @ 8 50 12 — @ 12 25

I. C. Coke..... 6 75 @ 7 50 9 25 @ 10 75

Coke Terne..... 5 75 @ 6 — 8 50 @ 8 75

Charcoal Terne..... 7 75 @ 8 — 11 — @ 11 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..... per gall. — 16½ @ — 17

Crude, 40 @ 47 gravity (in shipping order)..... 22 @ —

Refined, in bond, prime L. S. to W. (110 @ 115 test)..... — 20 @ — 30

Refined, Standard White (in ship'g order)..... 31½ @ — 32

Refined, prime W. (in shipping order)..... — @ — 33

Refined, S. W. (in merchantable order)..... — @ — 30

Naphtha, Refined, (60 @ 63 gravity)..... — @ — 10

Residuum..... per bbl. 6 25 @ 6 50

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities. New List, 6 by 8 to 7 by 9..... per 50 feet. 7 75 @ 6 —

8 by 10 to 10 by 15..... 8 25 @ 6 50

11 by 14 to 12 by 18..... 9 75 @ 7 —

14 by 16 to 16 by 24..... 10 50 @ 7 50

18 by 22 to 18 by 30..... 12 25 @ 8 —

20 to 30 to 24 by 30..... 15 — @ 9 —

24 by 31 to 24 by 36..... 16 50 @ 10 —

25 by 36 to 30 by 44..... 17 50 @ 12 50

30 by 46 to 32 by 48..... 20 — @ 13 50

32 by 50 to 32 by 56..... 22 — @ 14 50

Above..... 25 — @ 16 —

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, March 11th.)

6 by 8 to 8 by 10..... per 50 feet. 8 50 @ 6 25

8 by 11 to 10 by 15..... 9 — @ 6 75

11 by 14 to 12 by 18..... 10 — @ 7 50

13 by 18 to 16 by 24..... 11 — @ 8 —

18 by 22 to 18 by 30..... 13 50 @ 9 —

20 by 30 to 24 by 30..... 16 50 @ 10 —

24 by 32 to 24 by 36..... 18 — @ 12 —

25 by 36 to 26 by 40..... 19 — @ 13 —

28 by 40 to 30 by 48..... 20 — @ 16 —

30 by 50 to 32 by 56..... 22 — @ 18 —

32 by 58 to 34 by 60..... 24 — @ 20 —

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

## NEW YORK STOCK EXCHANGE.

Actual Sale Prices for the week ending June 16.

	Th. 10 F. 11 Sat. 12 M. 14 Tu. 15 W. 16
Boston, Hartford & Erie.	62 63 63
Canton Co.	113 114 111 111 110
Central of N. Jersey.	154 155 155 155 155
Chicago & Alton	

## New York Stock Exchange.

Actual Sale Prices for the week ending June 16.

Th.10. F.11. Sat.12. M.14. Tu.15. W.16

## FEDERAL STOCKS:-

U. S. 5s, 1871, reg.	108	108	108	108	108
U. S. 5s, 1871, coup.	108	108	108	108	108
U. S. 5s, 1874, reg.	108	108	108	108	108
U. S. 5s, 1874, coup.	108	108	108	108	108
U. S. 5s, 10-40s, coup.	108	108	108	108	108
U. S. 5s, 10-40s, reg.	108	108	108	108	108
U. S. 6s, 1881, reg.	117	117	116	116	116
U. S. 6s, 1881, coup.	121	121	121	121	121
U. S. 6s, '81, O.W.L.y.	121	121	121	121	121
U. S. 6s, 1881, .. y.	121	121	121	121	121
U. S. 6s, 5-20s, reg.	116	116	116	116	116
U. S. 6s, 5-20s, c. 1862.	122	122	122	122	122
U. S. 6s, 5-20s, reg.	122	122	122	122	122
U. S. 6s, 5-20s, c. 1864.	117	117	117	117	117
U. S. 6s, 5-20s, reg.	116	116	116	116	116
U. S. 6s, 5-20s, r. '65.	115	115	115	115	115
U. S. 6s, 5-20s, c. 1865.	118	118	118	118	118
U. S. 6s, 5-20s, r. '65.	119	119	119	119	119
U. S. 6s, 5-20s, c. n. '65.	119	119	119	119	119
U. S. 6s, 5-20s, reg.	119	119	119	119	119
U. S. 6s, 5-20s, c. 1867.	119	119	119	119	119
U. S. 6s, 5-20s, reg.	119	119	119	119	119
U. S. 6s, 5-20s, c. '68.	119	119	119	119	119
U. S. 6s, Pac.R.R. issue.	106	106	106	106	106

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 15.

W.9. Th.10. F.11. Sat.12. M.14. Tu.15

## Catawissa.

.. preferred	38	38	38	38	38
Camden and Amboy	127	128	128	128	129
.. 6s, 1870.	128	128	128	128	129
.. 6s, 1875.	128	128	128	128	129
.. 6s, 1882.	88	88	88	88	88
.. 6s, 1889.	88	88	88	88	88
.. mort. 6s, '89 93.	93	93	93	93	93

## Elmira &amp; Williamsport.

.. pref.	78	78	78	78	78
Lehigh Navigation	36	36	36	36	37
.. 6s, 1884	36	36	36	36	37
.. Gold L.	99	98	98	98	98
.. R. R. L.	88	88	88	88	89

## Lehigh Valley R.R.

.. 6s new coup.	56	56	56	56	56
.. 6s new reg.	94	94	94	94	94
Little Schuylkill R.R.	78	78	78	78	78

## Minehill.

.. pref.	55	55	55	55	55
.. 6s, 1876	55	55	55	55	55

## Morris Canal.

.. pref.	55	55	55	55	55
.. 6s, 1876	55	55	55	55	55

## North Pennsylvania.

.. 6s, 1880	91	91	91	91	91
.. 7s.	91	91	91	91	91
.. 10s, 1887	91	91	91	91	91

## Northern Central.

.. 49	49	49	49	49	49
Pennsylvania R.R.	57	57	57	57	57
.. 1st M.	57	57	57	57	57

## Penn. 2d M.

.. 2d M.	101	101	101	101	101
Penn. State, 6s, 1st series.	107	107	107	107	107

## Penn. 6s, 2d series.

.. 6s, 3d series.	107	107	107	107	107
.. 6s, W. L.	102	102	102	102	102

## Philadelphia City.

.. 6s, new.	100	100	100	100	100
Philad., Germ. & Nor.	49	49	49	49	49

## Philad. &amp; Reading.

.. 7s, 1893	49	49	49	49	49
Philadelphia and Erie.	32	32	32	32	32

## Schuylkill Navigation.

.. pref.	89	89	89	89	89
.. 6s, 1882	68	68	68	68	68
.. 6s, 1876	68	68	68	68	68
.. 6s, 1872	68	68	68	68	68

## Susq. Canal.

.. 6s, 1878	58	58	58	58	58
Union Canal, pref.	58	58	58	58	58

## Huntington, (Horse).

Chestnut & Wal.	58	58	58	58	58
Green & Coates	58	58	58	58	58

## 2d and 3d streets.

.. 48	48	48	48	48	48
Spruce and Pine	48	48	48	48	48

## 13th and 15th sts.

.. 58	58	58	58	58	58
City Passenger R.R.	58	58	58	58	58

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 15.	W.9. Th.10. F.11. Sat.12. M.14. Tu.15
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## Boston Stock Exchange.

Actual Sale Prices for the week ending June 16.

Th.10. F.11. Sat.12. M.14. Tu.15. W.16

Boston and Albany	160	159	159	159	159
Boston and Lowell	145	145	145	145	145
Boston and Maine	137	137	137	137	137
Boston and Providence	23	23	23	23	23
Boston, Hartford & Erie	78, new.	64	64	64	64
Cheshire, pref.	76	76	76	76	76
Concord	74	74	74	74	74
Connecticut River	135	135	135	135	135
Eastern	118	119	118	118	118
Fitchburg	133	133	133	133	133
Manchester & Lawrce	135	135	135	135	135
Michigan Central	130	130	130	130	130
Northern, N. H.	109	109	109	109	109
Ogdens & Lake Champ.	67	67	67	67	67
.. pref.	67	67	67	67	67
Old Colony & Newport	103	103	103	103	103
Ph. Wil. & Baltimore	55	55	55	55	55
Portl'd, Saco & Ports.	54	54	54	54	54
Vermont & Canada	99	100	100	100	100
Vermont & Mass.	60	60	60	60	60
Vt.C. & Vt. & C. Eq. 8s.	100	100	100	100	100
Broadway (Horse)	100	100	100	100	100
Cambridge	68	68	68	68	68
Metropolitan	84	84	84	84	84
Middlesex	84	84	84	84	84
Central Mining Co.	84	84	84	84	84
Copper Falls	84	84	84	84	84
Franklin	17	17	17	17	17
Huron	17	17	17	17	17
Isle Royale	17	17	17	17	17
National	17	17	17	17	17
Minnesota	17	17	17	17	17
Pewabic	17	17	17	17	17
Pittsburg	17	17	17	17	17
Quincy	17	17	17	17	

The balance at the close of business on Tuesday stood at \$85,195,977, against \$80,506,697 a week previous; and \$78,466,478 on June 2, 1869. The aggregate receipts of the office in May were \$58,236,485, including \$10,034,613 from customs, aggregate payments, \$60,202,738, including \$13,681,439 of coin interest.

The outstanding amount of coin certificates on the 1st of May, was \$16,307,200, against \$21,672,500, April 1, \$28,775,560, March 1; \$32,659,520 on Feb. 1, and \$27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of \$1,079,000, and retired \$1,943,338 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during May, reached \$10,606,080.

Government revenues have been yielding quite satisfactory of late. The excises, last week, yielded about 8 millions; customs at the port of New York, \$2,138,613, and at the outports about \$700,000 (in coin) more, making the grand total income for the week equal to about \$11,896,217 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were \$191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 153,000,000, according to the latest Washington advices. The customs yielded, same time, about 172 millions in gold.

Gold has been less confidently dealt in, owing in the main, to the increased activity in Money, which has operated very sharply against the speculative interest. The customs demand has been fairly active, but has not been much in excess of the public sales of gold by the Treasury Department. The export inquiry has been on a restricted scale, affording no great aid to the operators for a rise. The range of the price during the week has been 137 $\frac{3}{4}$ @139 $\frac{3}{4}$ , and the closing quotation on Monday was 138 $\frac{1}{2}$ . The million of Government loan was awarded on Monday at from 139.13 $\frac{1}{2}$ @139.33. The aggregate of the bids was \$2,885,000, and the range 138.90@139.33.

The customs of the port on Wednesday yielded \$416,000. The U. S. Sub-Treasury disbursed \$34,781 of coin interest, on that day.

The customs demand for Gold last week, averaged \$355,602 a day; thus far, this week, it has averaged \$340,846 a day, or equal to a weekly aggregate of \$2,045,076. The arrivals of specie from Europe, Havana and other foreign ports, during the week were unimportant, and since Jan. 1, \$8,807,886, against \$8,241,313 same time in 1868. The receipts from California, since our last, have been none. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was \$119,731,817, against \$109,206,764 same time in the preceding fiscal year. At San Francisco, from Jan. 1, to June 5th, 1869, \$3,129,695, against \$3,440,646 same time last year.

The total receipts of California gold at this port, since July 1, 1868, have been \$19,231,237, against \$34,742,562 same time in fiscal year 1867-'68, showing a decrease in the current fiscal year, of \$15,511,325. The exports of specie, from this port, last week, were \$403,024, against \$2,967,321 same week last year; total, since July 1, 1868, \$35,992,715, against \$72,018,881 in 1867-'68. Government disbursed last week through the U.

S. Sub-Treasury here, on account of the coin interest on the public debt \$912,143; since July 1, 1868, \$86,731,172, against \$72,992,637 same time in 1867-'68. The specie exports from San Francisco, from Jan. 1, to June 5, 1869, were \$16,754,679, against \$16,696,090 same time in 1868. It appears that our bankers are now receiving the bulk of their San Francisco remittances in this way, and the last Aspinwall steamer of the Pacific Mail brought only \$75,000 for New York. It is by no means certain that the same cause may not, after awhile, affect the receipts of Gold at San Francisco, by diverting the Gold in its crude state from the mines in the interior near the line of the railway to the Philadelphia Mint or New York Assay Office, in place of San Francisco.

Foreign exchange has been in rather better supply, and rather variable in price, on a less active demand. The increasing exports of produce add to the available offerings of bills, and tend to weaken the market. Bankers' prime sixty day bills on London closed on Wednesday at 109 $\frac{1}{4}$ @109 $\frac{3}{8}$ , and on Paris to 5.22@5.16 $\frac{1}{4}$ ; sight bills on London to 109 $\frac{1}{8}$ @110 $\frac{1}{8}$ , and on Paris to 5.16 $\frac{1}{4}$ c. @5.13 $\frac{3}{4}$ . The offering of produce bills has been quite extensive this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$4,353,482, against \$2,359,561 same week last year; total, since July 1, 1868, \$162,267,588, against \$172,695,229 same time in preceding fiscal year of 1867-'68.

Immigration at this port is now up to a weekly average 11,560 immigrants. At the present rate of emigration from the Old World, we are likely to have material for transforming several of our Western Territories into new States, this year, without diverting the natural increase of population from the old States. It is probable, however, that much the greater portion of the present arrivals, consisting of the hardy people of the North of Europe—Danes, Swedes and Norwegians—as well as the usual proportion of German and Irish will settle in Illinois, Wisconsin, Iowa, Minnesota, &c.

Government securities have been offered rather more liberally, partly in consequence of the stringency in Money; while the demand has been quite moderate, and prices have yielded a little, varying frequently a fraction, and closing on Wednesday rather heavily. The accepted offers of bonds at the Sub-Treasury on that day were as follows: Of Messrs. Jay Cooke, \$250,000 coupon 1867 Five-twentieths at 115.28, and \$250,000 do., 115.30. Of Messrs. Fisk & Hatch, \$250,000 do., 115.29, and \$250,000 do., 115.31.

U. S. sixes of 1881 closed here on Wednesday at 121@121 $\frac{1}{4}$ ; U. S. Five-twentieths of 1862, ex coupon, 122@122 $\frac{1}{4}$ ; U. S. Five-twentieths of 1864 at 116 $\frac{3}{4}$ @117; U. S. Five-twentieths of 1865 at 118 $\frac{1}{8}$ @118 $\frac{1}{8}$ ; U. S. Five-twentieths of 1866, consolidated, 119 $\frac{1}{8}$ @119 $\frac{1}{4}$ ; U. S. Five-twentieths of 1867, 119 $\frac{1}{8}$ @119 $\frac{1}{4}$ ; U. S. Five-twentieths of 1868, 119 $\frac{1}{8}$ @119 $\frac{1}{4}$ ; U. S. Ten-forties at 108 $\frac{1}{8}$ @108 $\frac{1}{4}$ ; U. S. Six per cent. currency bonds, 106 $\frac{1}{8}$ @106 $\frac{1}{2}$ .

The Attorney General of the State of Missouri has decided that the principal and interest of the bonds of that State issued in aid of the Pacific Railroad, the Southwest Branch, Iron Mountain, North Missouri, Cairo and Fulton and Platte County Railroads, are payable in coin, as they

become due. The interest will therefore be paid in July, and thereafter in gold.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 2.	June 9.	June 16.
Consols .....	92 $\frac{5}{8}$	92 $\frac{1}{4}$	92 $\frac{1}{2}$
U. S. 5-20's of 1862..	80 $\frac{1}{2}$	80 $\frac{1}{2}$	80 $\frac{1}{2}$
Erie .....	19 $\frac{1}{4}$	18 $\frac{1}{4}$	19 $\frac{1}{4}$
Ill. Central .....	96	94 $\frac{1}{2}$	95
At. & Great Western. ..		25	....

Railway and miscellaneous stocks have been unusually variable in price, on freer offerings, influenced by the Money pinch, which has operated against a buoyant, or even steady market. The dealings have been extensive but on the basis of reduced values, the speculation having been excited and feverish.

There has been more activity in domestic produce, particularly in exportable breadstuffs and in cotton at firmer rates. Middling upland cotton closed buoyantly on Wednesday at 33@33 $\frac{1}{2}$  cts. per lb. The stock of cotton now here is estimated at about 39,000 bales. The receipts at the port this week, have averaged about 1,670 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 2,234,000 bales, against 2,293,000 bales same time in 1867-'8; exports, same time 1,381,000 bales, against 1,668,000 bales same time in 1867-'8; stock on hand at latest dates, 131,000 bales, against 125,000 bales same date 1868. Total crops of 1867-'8, 2,430,898 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 12,937 pkgs., against 11,140 pkgs., same time last year. From Boston, 4,056 pkgs., against 5,836 pkgs. same time in 1868.

Foreign merchandise has been in less request, as a rule, at less buoyant prices. The total imports of foreign dry goods, last week, were \$1,146,426, and the total amount marketed \$1,124,683. The value of foreign merchandise imported last week, was \$4,479,424—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$5,625,850, against \$5,013,085 same week last year; total since July 1, 1868, \$278,500,524, against \$231,565,889 in 1867-'8.

At the Live Stock markets, this week, Beeves have been in less demand, at from 10@16 $\frac{1}{2}$ c. per lb.; week's receipts, 6,701. Milk cows, very dull at from \$40@\$110 each, receipts, 67. Veal calves in fair request at from 5@11 $\frac{1}{2}$ c. per lb.; receipts, 1,965. Sheep and lambs active and firmer at from 4 $\frac{1}{2}$ @8c. per lb.; receipts, 23,467. Swine in more demand at from 9@9 $\frac{1}{2}$ c. per lb.; receipts, 25,454.

There has been more activity in ocean freights, and rates have shown more firmness. For Liverpool we quote flour at 1s. 6d. by sail, and 1s. 9d. @2s. by steamer, per bbl.; grain at 5 $\frac{1}{2}$ @6d. by sail, and 6d. @6 $\frac{1}{2}$ d. by steamer, per bushel; cotton at 3 $\frac{1}{2}$ d. by sail, and 1 $\frac{1}{4}$ d. by steamer, per lb.; and heavy goods 15s. @30s. by sail, and 20s. @35s. by steamer, per ton. Total number of vessels in port on Wednesday, 498.

The New York exports, exclusive of specie, for the week ending June 15, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week .....	\$2,359,561	\$4,353,482
Prev. reported .....	78,044,960	75,181,940
Since January 1, .....	\$80,404,521	\$79,585,422

The imports for the week ending June 12, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	\$1,206,766	\$1,146,426
Gen. merchandise	3,806,319	4,479,424
Total for the week	\$5,013,085	\$5,625,850
Previously reported	106,003,135	140,338,004

Since January 1..... \$111,016,220 \$145,963,584

The balance in the Sub-Treasury on Wednesday was \$83,834,735 95.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

**New York.**—New Jersey Central 2d mort., 100; Toledo, Wabash and Western consol. bonds, 83; Galena and Chicago 1st mort., 100; Chicago and Milwaukee 1st mort., 91; Toledo, Peoria and Warsaw 1st mort., E. D., 85; do., W. D., 85; Peninsular 1st mort., 96; Ohio and Mississippi consol. bonds, 86; St. Louis and Iron Mt. 1st mort., 85; Dubuque and Sioux City R. R., 106½; New York and New Haven R. R., 135; do., 6s, 95½; New Jersey R.R., 132; Louisiana 6s, 71½; do., 6s, Levee bonds, 66½; N. Y. State 7s, Bounty Loan, reg., 107½; do., 6s, 1873, ex-int., 100; Alabama 8s, 99½; Georgia 7s, 97; Brooklyn 6s, W. L., 96; Brunswick City Land, 9; Central Coal, 70; Western Union Telegraph, 41; Wells-Fargo Exp. Co., 31½; Adams' Exp., 59½; Am. Mer. Union Exp., 40½; U. S. Exp., 69½; Mer. Union Exp., 15; Buchanan Farm oil, 0.62; Central petroleum, 0.70; Consolidated Gregory gold, 2.65; Combination Silver, 7.00; Grass Valley gold, 0.70; Home Company oil, 7.50; Lehigh and Susq., 0.67; Montana Gold, 0.15; Phillips petroleum, 0.25; Quartz Hill Gold, 0.83; Smith and Parmalee gold, 2.70; United petroleum Farm, 0.15; United States pet., 1.00; Wallkill Lead, 0.10.

**Philadelphia.**—Allegheny Co. 5s, 77½; Penna. State coupon 5s, 93½; St. Louis Gold Loan, 105; Phila. and Reading 6s, 1843-80, 91½; do., 1870, 99½; West Jersey 6s, 93; Delaware Division Canal, 49½; Morris Canal 7s, scrip, 67; Niagara oil, 2½. The latest quotations are: City 6s, 94@94; do., free of tax, 100@100½; State 5s, coupon, 93½@94½; do., 6s, W. L., 103@103½; do., 1st series, 104@105; do., 2d series, 107@107½; do., 3d series, 108@109; Reading, 49½@49½; do., 7s, 1893, 105@106; do., 6s, 1880, 91@91½; Camden and Amboy, 129@130; do., mort. 6s, 1889, 93½@93½; do., 1883, 58@88½; Penn. R. R., 57@57½; do., 1st mort., 101@101½; do., 2d mort., 96@96½; Little Schuylkill R. R., 44@45; Morris Canal, 30@40; do., pref., 64@65; do., bonds, 78@82; Susquehanna Canal, 13@—; do., 6s, 57@58; Sch. Nav., 93½@10½; do., pref., 19½@20½; do., 6s, 1882, 68@69; Delaware Div. Canal, 49½@50; do., bonds, 81@83; Elmira and Williamsport, 30@30½; do., pref., 40@41½; do., 7s, 1873, 91½@93; do., 5s, 59@60; Lehigh Coal and Navigation, 36½@37; do., 6s, 1884, 84@85; do., R. R., Loan, 88½@88½; do., Gold Loan, 93½@93½; North Pennsylvania, 36@36½; do., 6s, 91@91½; do., Chatte 10s, 108@109; Philadelphia and Erie, 32½@32½; do., 6s, 88@88½; Minehill, 55½@55½; Catawissa, 16@20; do., pref., 38@38½; Lehigh Valley, 56@56½; do., 6s, new, 94@94½; Fifth and Sixth

streets, (horse,) 35@40; Second and Third, 48@49; West Philadelphia, 61@61½; Spruce and Pine, 26@27½; Green and Coates, 39@40; Chestnut and Walnut, 47½@48; Thirteenth and Fifteenth, 18½@19; Girard College, 29@29½; Tenth and Eleventh, 71@71½; Union, 44@—; Hestonville, 12@12½.

**Boston.**—Atlantic and Pacific R. R. 6s, gold, guar., 79½; Central Pacific 6s, 99½; Union Pacific 6s, 92½; Vermont Central 1st mort., 78½; Burlington and Missouri River R. R. 8s, 101½; Eastern R. R. 6s, 1874, 95½; do., 1885, 95½; Cincinnati, Sandusky and Cleveland 7s, 1890, 74½; Indianapolis and Cincinnati R. R., 16; Summit Branch R. R., 22½; do., 6s, 1875, 80; Nashua and Lowell R. R., 135; Boston, Hartford and Erie scrip, 135; Boston Water Power Co., 16½; Cary Imp., 8½; Maine 6s, 1883@1889, 99½; Massachusetts 6s, 1872, gold, 126½; St. Louis 6s, 1889, 85½; do., 1882, 83½; Cambridge 6s, 1875@1883, 99½; Chicago 7s, 97½; Boston 5s, 1883@1885, gold, 107; Concord Mining Co., 1; Hecla, 86; Humboldt, 25c.; Hancock, 4; Phoenix, 9; Superior, 25c.; South Side, 40c.; St. Clair, 55c.

**Baltimore.**—Orange and Alexandria 2d mort. 6s, 76; do., 3d mort., 71; Richmond and Danville bonds, 72½; Central Ohio R. R., 30½; do., 1st mort., 83½; York and Cumberland R. R. bonds, guar., 91; Memphis City 6s, 53½; Baltimore Copper, 46; Baltimore and Cuba M. and S. Co., 46½. The latest quotations are: Balt. and Ohio, 120@121; do., 6s, 1875, 93½@94½; do., 1880, 93@93½; do., 1885, 91½@91½; Northern Central, 49@49½; do., bonds, 1885, 87½@88; do., 1900, 85½@86; Parkersburg Branch, 23½@24; N. W. Va. 1st mort., 95@96; do., 2d mort., 90@92; do., 3d mort., 1885, 88@90; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 89½@89½; do., 2d mort., 70½@71; Central Ohio, 30½@30½; do., 1st mort., 83@83½; Western Md. 6s, 1890, 74@80; do., guar., 90@95; do., 2d mort., guar., 87@—; Richmond and Danville bonds, 72½@72½; Baltimore 6s, 1875, 91@92; do., 1886, —@90; do., 1890, 92@92½; do., 1893, 94@95; do., 5s, 1838-70, 73@80; City Passenger R.R., 19½@20; George's Creek Coal, 70@74; Santa Clara, 1.50@2.00; Atlantic Coal, 3.00@3.25.

**Proposals** are invited for the construction of 165 miles of the Memphis, El Paso and Pacific Railroad—15 miles of which are between Jefferson and Paris, Texas, and 150 miles extending westward from Paris to Palo Pinto county. Work upon the first 15 miles to be completed by March, 1870, and upon the remainder by October 1, 1870. The office of the company in New York is at 66 Exchange Place, where bids will be received until the 1st of September. Profiles, maps, plans, etc., can be examined after the 15th of August. Specifications will be furnished after the 1st of August. See Advertisement.

**The** directors of the Bridgefield, Conn., and Port Chester, N. Y., Railroad Company have appointed S. N. Haight, Esq., engineer in chief, and decided to have a final survey of the route made and the maps prepared. When these are completed the work will immediately be placed under contract, and pushed as vigorously as possible.

**EIGHT PER CENT. FIRST MORTGAGE BONDS, GUARANTEED BY THE STATE OF ALABAMA. PRINCIPAL AND INTEREST PAYABLE IN GOLD.** The undersigned offer for sale the second installment of **ALABAMA AND CHATTANOOGA RAILROAD BONDS**,

and call attention to the following facts:

1. The mortgage is limited to \$16,000 per mile, issued only upon road built and equipped.

2. The road develops a section unsurpassingly rich in iron, coal, manufacturing facilities, and cotton, besides shortening the distance between New York and New Orleans 216 miles, and forming the shortest route possible between the two cities.

3. Since our last advertisement a donation of about 2,000,000 acres of land contiguous to the road has been confirmed to the Company by the United States Government, worth more than the entire amount of the first mortgage.

4. In the last month twenty miles of road have been finished, making seventy miles in operation, and the whole is under contract to be completed in twelve months.

5. These bonds are guaranteed by the State of Alabama, whose entire debt is less than \$5,000,000, whose interest has always been promptly met, and whose Eight per Cent. Currency Bonds are now selling above par.

6. Both principal and interest are payable in gold.

7. The present price is par and accrued interest in currency, the right being reserved to advance the price.

8. Ten thousand Five-twentieths will purchase twelve of these bonds. The annual interest upon the \$10,000 Five-twentieths will be \$600 gold.

The annual interest upon \$12,000 bonds will be \$960 gold. We confidently recommend these securities as the best and cheapest investment now on the market.

**SOUTTER & CO., No. 53 William st., HENRY CLEWS & CO. No. 32 Wall st.**

#### Chicago and Northwestern Railway.

The following is a comparative statement of the earnings of this road for the fiscal years ending May 31, 1868 and 1869:

	1867-8.	1868-9.
Passenger	\$3,573,031 47	\$3,992,313 52
Freight	8,266,809 40	9,295,494 37
Express	464,405 57	315,912 35
Mail	172,605 90	175,822 46
Miscellaneous	137,994 12	163,290 21

Total..... \$12,614,846 46 \$13,942,832 91

This shows an increase in passenger earnings of \$419,282 05; in freight \$1,028,684 97; in mail, \$3,216 56; and in miscellaneous \$25,296 09; with a decrease in express of \$148,493 82—making the total increase \$1,327,986 45.

#### Great Western (Ca.) Railway.

The gross traffic earnings of the Great Western Railway of Canada, for the month of April, 1869, were \$368,827 73; the working expenses, including renewals, \$211,846 93—and the net earnings \$157,480 80. For the three months ending April 30, 1869, the earnings were \$969,785 99; the expenses, \$611,175 58—and the net earnings, \$356,610 41. This shows an increase in earnings over the corresponding three months of 1868 of \$54,410 48, and in expenses of \$62,818 87—making the decrease in net earnings \$8,406 39.

**The** rails on the new railroad from Valley Stream, on the South Side Railroad of Long Island, to Rockaway, have been laid for four miles. The road will be completed to Rockaway the 4th of July.

## Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of May, were:

## ENTERED FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool....	\$904,878	\$1,050,661
" cotton....	943,382	982,937
" silk....	1,391,942	1,519,664
" flax....	732,352	766,460
Miscellaneous dry goods....	372,280	435,411

Total entered for consump. \$4,344,834 \$7,755,133

## WITHDRAWN FROM WAREHOUSE.

	1868.	1869.
Manufactures of wool....	\$688,627	\$695,320
" cotton....	238,741	300,263
" silk....	290,483	310,490
" flax....	290,417	309,239
Miscellaneous dry goods....	156,652	132,489

Total withdrawn from warehouse ..... \$1,664,920 \$1,747,901  
Add entered for consump. 4,344,834 4,755,133

Tot. thrown on the market. \$6,009,754 \$6,503,034

## ENTERED FOR WAREHOUSING.

	1868.	1869.
Manufactures of wool....	\$571,377	\$837,829
" cotton....	210,008	418,563
" silk....	241,207	337,864
" flax....	341,341	506,608
Miscellaneous dry goods....	117,227	137,710

Total entered for wareh'g. \$1,481,160 \$2,238,574  
Total entered for consump. 4,344,834 4,755,133

Total entered at the port. \$5,825,994 \$6,993,707

The imports of foreign dry goods at New York for five months from January 1, were:

## ENTERED FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool....	\$5,565,180	\$7,483,805
" cotton....	4,724,746	7,610,147
" silk....	7,133,574	8,309,858
" flax....	3,604,253	4,933,707
Miscellaneous dry goods....	2,747,074	3,211,488

Tot. entered for consump. \$23,774,827 \$32,549,025

## WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool....	\$4,551,671	\$1,682,430
" cotton....	2,610,060	2,226,639
" silk....	1,933,589	1,966,771
" flax....	2,642,952	2,428,356
Miscellaneous dry goods....	1,010,273	713,720

Total withdrawn from warehouse ..... \$12,748,545 \$12,017,916  
Add entered for consump. 23,774,827 32,549,005

Total thrown on the market..... \$36,523,372 \$44,566,921

## ENTERED FOR WAREHOUSING.

	1868.	1869.
Manufactures of wool....	\$3,928,166	\$1,922,136
" cotton....	1,922,096	1,321,239
" silk....	1,602,774	2,145,249
" flax....	1,549,366	2,587,914
Miscellaneous dry goods....	930,966	590,105

Total entered warehouse. \$9,933,368 \$12,566,643  
Add entered for consump. 23,774,827 32,549,005

Total entered at the port. \$33,708,195 \$45,115,648

Imports of foreign dry goods at New York for eleven months from July 1.

Year.	Invoiced value.
1863	\$59,061,614
1864	78,433,263
1865	44,411,871
1866	130,280,590
1867	99,161,965
1868	73,072,553
1869	88,131,658

## From Herapath's Railway Journal.

## Railway Economy.—The Locomotive.

We showed in our first article that the very satisfactory progress made during the last thirty years in economizing fuel in the locomotive engine, is due principally to improvements introduced in that part of the engine devoted to generating the steam, that is to say, in the construction of the boiler and furnace, and parts connected with them. This result has been brought about by providing the requisite amount of heating surface, having the fire-box and tube surface and flue area so judiciously proportioned, and arranged as to absorb as large an amount of the heat generated as possible, adapting the furnace to burn coal by so modifying its construction as to admit an increased supply of oxygen to mingle with the volatile gases of the coal, and likewise to raise them to the sufficiently high temperature necessary to effect their combustion before they could escape into the smoke-box, by which not only has the combustion been more perfect, but the heat resulting therefrom has been more fully utilized, at the same time the higher evaporation due to coal as compared with coke has been secured, resulting also in still greater economy from the less cost of the former. In addition to these a further saving has been effected by transferring some portion of the heat which must inevitably find its way into the smoke-box to the feed water on its passage into the boiler.

Although these have been the common objects sought after and accomplished to a more or less extent by those who have devoted themselves to the subject, it is curious to notice how various have been the means employed by different locomotive engineers who have introduced improvements. This, no doubt, is to be in part accounted for by the situation of a line, and to the characteristic qualities of the coal most easily and cheaply procurable, and to which the modifications in the furnace had to be adopted. The necessity also of converting existing engines, originally made for burning coke, into coal burning engines, with a view to save expense, had its influence doubtless with some, and has in such cases entailed a certain sacrifice in efficiency.

The means that have been chiefly employed to effect the object of coal burning are extended fire grate surface, so as to have a thinner fire and afford a larger area for the passage of the air; and stepping or inclining the grate at a considerable angle, so that the coal being introduced close to the fire door, may gradually travel forwards as it parts with its gases and becomes incandescent, and thus ignite the gases that pass over it from the fresh fuel; making a double fire box with the same object; the application of a combustion chamber with or without fire-bricks, which become heated and ignite the gaseous products as they pass through or over them; and combined with these, various plans for admitting the requisite supply of air above the fuel, either by deflecting it as it passes through the fire door, or by introducing it through tubes or air passages.

The first attempt to burn coal in the modern locomotive engine was made so far back as 1837 by Messrs. Gray and Chanter, and the plan was adopted in the existing coke burning boilers. Those gentlemen divided the fire-box into two compartments, one for coal and the other for coke, and admitted air above the fuel through tubes in the sides of the fire-box. They were also the first to apply a steam jet in the chimney to maintain the draught when the engine was at rest and the blast off. In 1845 Mr. Dernwass also introduced a somewhat similar arrangement. He divided the fire-box into two parts, one of which formed the furnace, and the other what was termed the combustion chamber. It was not, however, until eight or ten years after this that the question of coal burning was taken up in earnest by engineers generally, and that any great progress was made. About the year 1853 Mr. McConnell, who was then locomotive engineer of the London and North Western Railway, introduced his system, the main features of which consisted in giving an increased area of fire grate

in order that the coal might burn with moderate intensity, and that plenty of air might pass into the fire-box to consume the gases, the combustion of which was further promoted by additional air introduced through tubes in the front and sides of the fire-box; increased capacity was given to the fire-box by extending it some distance into the barrel of the boiler, thus forming a combustion chamber in which the gases might become mixed with the oxygen of the air and ignited before passing into the tubes. The fire-box was also divided longitudinally into two compartments having separate fire doors to provide for alternate firing. This plan with good management was found to be tolerably effective in preventing smoke, and fairly economical. Considering that it was to some extent the pioneer of those that followed, the results obtained by it were very creditable, the consumption of coal per ton mile being about .3 lb. The chief defect in this system appears to be the want of some means to raise the temperature of the volatile gases after they have escaped from the coal. The other requisites, as respects the due admission of air, are well provided for.

The next system of coal burning was invented by Mr. Beattie, of the London and South Western Railway, and was introduced about the year 1855. In Mr. Beattie's boiler an increased grate area is provided, as well as a combustion chamber, which, as in Mr. McConnell's, extends into the barrel of the boiler. The fire-box is divided transversely into two compartments by an inclined water space diaphragm, and both compartments are arched over with fire tiles, leaving narrow spaces between them. Perforated fire bricks are also placed in the combustion chamber at some distance in front of the tubes. These fire bricks and tiles supply the want alluded to in Mr. McConnell's boiler. They soon become red hot from being exposed to the incandescent fuel, and when fresh coal is put on the fire, and gaseous products escape, they become ignited by coming in contact with the heated bricks; these also serve to break and mix together the gases with the air, and in this manner assist in promoting combustion. The necessary quantity of oxygen is obtained by admitting air through small apertures in the fire doors as well as through tubes in the back of the fire-box, and dampers are employed in the ash pan by which the quantity of air admitted through the fire grate may be adjusted to the greatest nicety. An auxiliary steam jet is also employed in the chimney to stimulate the draught and prevent smoke when the engine is at rest, and the blast is consequently not available for this purpose. This system is found to work admirably, and is certainly one of the most economical at present known. With the further improvements Mr. Beattie has added for heating the feed water it is probably the most economical plan in use, the average consumption of coal per ton mile being about .2 lb, without the feed water heating apparatus, and with it about .17 b.; on some occasions it has been brought down as low as .12 lb.

The next plan of note was that of Mr. Cudworth, the locomotive engineer of the South Eastern railway, which was introduced on that line in 1857. In this we have an increased fire-grate area, and the fire-box divided by a longitudinal diaphragm into two compartments forming two furnaces with separate fire-doors, which unite in the front of the tube-plate. There is no combustion chamber, nor are there any fire-bricks or tiles as in Mr. Beattie's furnace, but the fire-grate is placed at a considerable inclination, sloping down from the fire-door. The fresh coal is charged close to the doorway, and as it parts with its gases it gradually slides down, so that by the time it arrives at the lower or back end of the grate it becomes an incandescent mass of coke, the heat from which is sufficient to ignite the gases which pass over it from the fresh coal, and the requisite quantity of air to effect their combustion is supplied through an aperture in front of the lower end of the grate, and is regulated by means of a valve or damper; the double furnaces are fired alternately, which facilitates the combustion of the gases. An auxi-

lary steam jet in the chimney is also employed to create a draught when the engine is not at work. This plan, with careful attention to the firing, is tolerably effectual in preventing smoke, and it certainly has the merit of simplicity. In economy it nearly approaches Mr. Beattie's plan, the average consumption of coal per ton mile being about 22 lb. It is not improbable that some kind of deflecting diaphragm or other means might be added with advantage to this arrangement, to bring the gaseous products which must naturally collect at the upper part of the fire box down into closer contact with the incandescent fuel at the lower end of the grate, or else a fire-brick heat reservoir at the upper part of the fire-box to thoroughly heat and ignite the gases before they pass into the tubes.

These three plans necessitate either new engines or a considerable alteration in the fire-box end of the boiler. In order to save this expense several proposals were made to adapt the ordinary fire box to burn coal. In 1856 Messrs. Dubs and Douglas applied a deflecting feather proceeding from the back of the fire-box towards the tube plate, to cause the gaseous products of the coal to descend on to the incandescent fuel and thus become ignited, and Mr. Dubs, in connection with Mr. Evans, in 1857 added to this a moveable inclined grate, which could be raised or lowered at will, for the proper management of the fire.

In 1857 Mr. Yarrow introduced on the Scottish North Eastern railway a flat arch of fire-brick in the interior of the ordinary fire-box. This sprung from the two sides of the fire-box, but was placed at a considerable inclination, the lower side commencing from the tube plates just under the lowest row of tubes, projecting upwards until within eight or ten inches of the roof of the fire box, and rather more than half-way across; tubes were also provided in the tube plate under the arch as well as in the fire-door for the admission of air. The effect of this arrangement would be that the gases instead of finding their way direct into the tubes would be deflected, and have to pass round this brick arch, which would act much in the same manner as the fire-bridge of an ordinary land boiler, but more effectually, from becoming heated to a high temperature, and the gases coming into close contact with it, being at the same time supplied with fresh dose of oxygen from the air rushing in through the air tubes, would be ignited. Considering that this was simply a modification of the fire-box originally designed to burn coke, the results were very satisfactory. The consumption of coal per ton mile was about 32 lb. A very similar plan was introduced by Mr. Jenkins on the Lancashire and Yorkshire railway, but in place of a fire-brick arch he employed a curved deflector of cast iron similarly placed, but perforated near its outer edge with numerous holes. He also employed air tubes at the front of the fire-box under the fire-door, as well as at the back under the tubes. His arrangement gave a result nearly similar to Mr. Yarrow's, and he obtained a rather higher duty from coal than from coke.

In 1857 Mr. D. K. Clark devised a system of forcing air into the fire box through air tubes placed at the sides by fine steam jets directed from the outside and passing through the air tubes, which acting in a similar way to the blast pipe of the engine, caused currents of air to rush into the fire box with great force. The orifice of the jets is but 1-16th inch in diameter, the air tubes 1/4 in. This simple arrangement was found to completely prevent smoke without any other appliance. It has been at work satisfactorily on several lines, and has been adopted on all the locomotive stock on the Great North of Scotland railway. Whether the steam which is introduced into the fire-box performs any office beyond the more mechanical one of drawing the air, in along with it in producing any new chemical combination which would facilitate the combustion of the volatile gases, does not seem to have been investigated. It would, however, to some extent warm the air, and perhaps make good the loss from the use of the steam in this manner; and it is supposed that the steam has some power to

precipitate the carbonaceous particles which remain unconsumed; at any rate the plan seems to be very economical, the average performance of several engines on the Great North of Scotland railway being under 2 lb. of coal per ton mile. There is one advantage possessed by this plan over most others, viz., that by the use of these steam jets when the engine is in a station the smoke can be prevented, as they act in a more direct manner than a jet in the chimney.

In 1858 Mr. Wilson introduced a system of air tubes which extended from the fire-box right under the boiler to outside the front of the smoke-box. This arrangement would partly effect the object of Mr. Clark's steam jets when the engine was running, since the air would then be driven through these tubes into the fire-box with considerable force. Mr. Ramsbotham, of the London and North Western railway, also about the same time provided two small doors in front of the fire-box, under the barrel of the boiler with regulating valves for the admission of air above the fuel, and just above these openings he placed an arched fire-brick deflector, something similar to that of Mr. Jarrow. It was fixed in the same position at the front of the fire-box against the tube plate, just below the tubes, but instead of inclining upwards, it projected backwards in nearly a horizontal direction, if anything sloping a trifle downwards, but it did not extend quite so far across the fire-box. Messrs. Lee and Jaques, on the East Lancashire railway, also introduced a somewhat similar arrangement as regards the projecting fire-brick arch, but they combined with this a deflector fixed to the top of the fire-door.

This deflector projected into the fire box sloping downwards, the door itself being underhung and provided with a valve for the admission of air, the opening and closing of which was regulated by a sector. The air being drawn in through the valve in the fire door, would by means of the deflector be directed downwards, and mix with the gases, and their combustion be effected by impinging on the incandescent fuel, and the brick arch fixed against the plate. About the same time Mr. Sinclair introduced a plan, proposed by Mr. Frodsham, on the Great Eastern railway, in which a deflecting plate over the fire door was employed, but the brick arch was omitted, and in place thereof two steam jets were introduced, one on each side, into the front part of the fire-box, impinging downwards upon the fuel. Mr. Douglas, on the Birkenhead railway, employed a deflector with the same object, but he combined with it an inclined fire-grate of larger area, which involved a longer fire-box, and of course necessitated an alteration in the boiler or the construction of new engines.

Some other modifications of the above plans are to be met with, but those we have described embrace the chief varieties of any note that have been practically tested or introduced. They illustrate in what a variety of ways different minds set to work to accomplish the same object. It will be noted that these various plans, differing greatly as they do from each other in the arrangement and construction of the parts, are all based on the same principle, the object to accomplish being to supply and mix with the volatile gases the requisite amount of air, and to bring them when thus mixed up to a sufficiently high temperature to effect their combustion. To accomplish this thoroughly an artificial draught seems indispensable to them all, created either by the blast pipe, or when this is not at work by a steam jet in the chimney or else in the fire-box. There is but one opinion as to the necessity of creating by some means or other this draught, but as to the other arrangements adopted by various engineers opinions differ. One thinks a fire-door deflector all that is requisite, while another considers that more air than is necessary for perfect combustion is by its means introduced into the fire-box, and a loss in evaporative power caused thereby, and urges the expediency of placing ample means at the will of the engine driver to regulate the admission of air; some think heat reservoirs in the shape of fire brick arches, deflectors or dia-

phragms useless, and that the fuel itself, if sufficient air is mixed with the gases, will do all that is requisite to ignite and consume them. Some condemn the use of combustion chambers, others consider them essential in giving the gases time to ignite before passing into the tubes. In fact although all are agreed as to what is required to be done, there is a great difference of opinion as to the best means of doing it. This difference of opinion is, however, not only inevitable but desirable. It creates a wholesome rivalry, and promotes the advancement of science. It is by each striving to do his best and surpass his competitors that new ideas come to light, and these in their turn become turned to account and improved upon by others, and in doing which fresh offshoots are developed which form a basis for new investigations, resulting often in improvements having a widely different aim from that which originally called them forth. It is thus that we go on improving and adding to our store of knowledge, and now we have this satisfaction, that, thanks to the invention of printing, to the freedom of discussion, and the general readiness and desire to exchange ideas, knowledge once gained is secured from loss. In ancient times, when knowledge was handed down by oral tradition, or at best disseminated by the tedious process of manuscript, progress was not only slow, but many valuable facts and arts were lost for ever; and civilized nations have in some instances retrograded almost to barbarism, but this can never be the case now. We must go on increasing in knowledge, and if in knowledge then in power, and in that most important of all, the power of subduing nature and turning the gifts of Providence to our use. It is by this that the increasing population can alone be adequately provided for. It is therefore the duty of every man to contribute to the best of his ability to the general advancement, and it must, we think, be admitted that during the last thirty years our locomotive engineers have not been behindhand in performing their part. We have seen the consumption of coal for a given amount of work performed reduced by something like 70 per cent., and this with a higher speed and greater security from accident. There is, however, yet much more to be done and fresh efforts will have to be made. It is important that these efforts should be directed into the right channel. We are now approaching perfection in the method of using fuel for converting water into steam. There is here certainly not so great a margin for improvement as there was 20 years ago, but there is, nevertheless, room for improvement even in this department, but, as we stated in our last article, there is much greater room for improvement in the methods of using the steam when produced, and therefore without neglecting the former, our efforts should be now devoted to the latter, and if by so doing we succeed in promoting as great economy as that effected during the last thirty years, we shall have reason for congratulation.

 The West Chester Record is informed by one of the Directors of the Delaware and Pennsylvania Railroad that the Pennsylvania Railroad Company have agreed to aid them in building their road, and that a small additional subscription to the capital stock will insure the speedy completion of this important work. The road will connect with the Pennsylvania Railroad at or near Parkesburg, and run via Buck Run, Avondale and Newark to Delaware City.

 At the recent annual meeting of the Rome, Watertown and Ogdensburg Railroad Co., the former board of directors were re-elected, the following officers were also unanimously re-elected, to wit: W. C. Pierrepont, President; Marcellus Massey, Vice President; J. A. Lawyer, Secretary and Treasurer. The company (see advertisement) will pay a semi-annual dividend of 5 per cent., free, on the 15th July.

*Journal of Railroad Law.*

RAILROAD—TRESPASS BY ANIMALS ON TRACK—NEGLIGENCE.

The late action of *Fisher vs. The Farmers' Loan and Trust Company* (21 Wis., 73,) was one to recover damages for the killing of two colts by a train upon the Racine and Mississippi Railroad, through the alleged negligence of the defendant, then holding and operating the road. The cause was tried by a referee, who found as facts, that the colts, while in the possession of one Hays, without his fault or negligence, strayed upon the track from an adjoining pasture, through a fence which defendant was bound to maintain; that said fence was in good condition, and defendant in no way chargeable with negligence for failure to keep it in good repair, the defect in it through which the colts had escaped on to said track being merely temporary and unknown to the defendant; that the colts, while so upon the track, were injured by defendant's train, and that said train was negligently operated and run, and the injury was caused solely by such negligence. As matter of law, therefore, the referee held that the plaintiff was entitled to recover. Exceptions were duly filed by the defendant, and cross motions made by plaintiff, for a confirmation of the report, and by defendant for a review and re-hearing; and the Court confirmed the report, and rendered judgment accordingly, from which the defendant appealed.

The opinion of the Court was delivered by

**COLE, J.**—This cause was tried before a referee, and therefore it becomes our duty, under section 16, chap. 264, laws of 1860, to examine the testimony and to decide questions of fact according to the weight of evidence. It is very obvious that this statute has changed the practice in this particular; since, before its adoption, it was a familiar and well settled rule that the appellate Court would not disturb the finding of a referee or a judge in common law actions upon questions of fact, upon mere preponderance of testimony. But the law now requires, in cases tried by the Court or before a referee, that this Court should review questions of fact as well as of law, decided by the Court or referee, where proper exceptions have been taken. See the case of *Snyder vs. Wright*, 18 Wis., 689.

Upon the evidence, we are of the opinion that the plaintiffs cannot recover. In the first place it is clear that under the circumstances the company was liable only for such injuries as were occasioned by the *gross* negligence of its servants. The colts had escaped out of a pasture adjoining the railroad track on to the track of the road, where they were hit by the train. The referee finds (and we think the finding is in accordance with the proofs in the case upon this point,) that the fence was in a good and proper condition, and that the company was in no way chargeable with negligence for failure to keep the same in good repair. This circumstance distinguishes the case from *Dunnigan vs. The Chicago and Northwestern R. R. Co.*, 18 Wis., 28, and *Brown vs. The Mil. and Prairie du Chien R. R. Co.*, (ante p. 39.) But where the company erects and maintains proper fences and cattle guards along its road—keeps them in good condition and repair—and cattle escape from the enclosure adjoining the road, and stray upon the track they then become trespassers, and the law charges the owner with neg-

ligence although he may not be guilty of any actual carelessness in suffering them to escape. And where the negligence of the owner directly co-operates with the negligence of the agents of the company to produce the injury, then no recovery can be had, unless in cases where such agents are guilty of gross carelessness or wilful and wanton misconduct. *Stucke vs. the Milwaukee and Miss. R. R. Co.*, 9 Wis., 202. In this case, while there may be some evidence of negligence on the part of the agents of the company in managing the train, yet there is nothing which proves rashness or wantonness of conduct on their part, or that they did not employ the usual means to prevent injury. When the colts were some distance from the train, the whistle was blown and the brakes put on. The train had a competent number of brakemen, who promptly set the brakes when the alarm was given; and the track was sanded. The ordinary means were used to stop the train before it reached the colts. But it was a freight train on a descending grade, and these means proved ineffectual to stop the train in time. It is said that the engineer, if attentive to his duties, must have seen the colts a great distance ahead, and he should have earlier taken steps to stop the train. It is true, the accident occurred in the afternoon of a clear day in September, and where it appears the colts might have been seen by the engineer on the approaching train at a distance of two or three miles. But the engineer must necessarily exercise some discretion as to when measures must be taken to prevent a collision; and although he may misjudge as to the efficiency and success of these measures, and as to his power to control the train, yet we think it too strict a rule to say the company is liable if an injury occurs in consequence of this error of judgment. Besides the engineer might have seen the witness Westinghouse driving the colts from the track, and have so supposed that the colts would be out of danger before the train reached them. In the exercise of a high degree of care and diligence on the part of those operating the train, the injury would undoubtedly have been avoided; but as the negligence of the plaintiffs concurred to produce the result, no recovery can be had upon the facts established by the evidence.

*By the Court.*—The judgment of the Circuit Court is reversed, and the cause remanded with directions to give judgment for the defendant.

*Chesapeake and Ohio Canal.*

During the month of May the amount of tonnage on the Chesapeake and Ohio Canal was eighty five thousand tons, yielding a revenue of nearly fifty thousand dollars, being an increase of thirty thousand tons, and nearly twenty thousand dollars over the month of May of last year. This is the largest business done on the canal in any one month since its construction. The Cumberland Valley (Pa.) Railroad, now completed to Hagerstown, is engaged in condemning land for an extension of the road to Williamsport, Md., connecting with the canal—a distance of six miles only—and when this important connection is made the anthracite coal of Pennsylvania will be brought to the canal in large quantities and furnished along the entire line at much lower rates than at present, nearly the entire supply having now to be brought from Philadelphia. In return, the Cumberland Valley Railroad will carry into Pennsylvania our soft coal taken down by the canal. The Western Maryland Railroad, to be completed from Baltimore to Hagerstown, has had under consideration the extension of the road

to Williamsport, and in case the Cumberland Valley Road declines to extend its road, will connect with Williamsport. Thus the connection with the Pennsylvania coal fields may be regarded as a fixed fact to be accomplished before the close of the summer.—*Cumberland Civilian*.

**W** The Flushing Railroad Company is busily engaged in grading the new route between Winfield and Hunter's Point, and north of the track of the Long Island Railroad Company. That part between Woodside and Dutch Kills is nearly ready for the rails. Work on the College Point and Flushing Railroad is pushed forward rapidly, and the contractor is engaged in driving the spiles across the Flushing meadows, at which place it will intersect the New York and Flushing Railroad.

**W** The Sag Harbor Branch of the Long Island Railroad is going forward finely. Immense quantities of ties have been discharged at Hunter's Point from several schooners within the past week, and are daily shipped east over the Long Island Railroad. They are of superior size and quality.

**W** The preliminary surveys of the Kalamazoo and South Haven (Mich.) Railroad are now being made. As soon as the final location is decided upon grading will be commenced and the work pushed with vigor with a view of having the road in running order this season.

**W** The Sherbrooke, Eastern Townships and Kennebec Railway Company was recently organized by the election of a board of directors with J. G. Roberston Esq., as President, and R. D. Morkill Vice President.

**W** Reports from Lake Superior are to the effect that the production of iron ore is larger than ever before, and that there is a greatly improved feeling in the copper region.

**W** The Branch Railroad from Manchester to Cheneyville, Conn., was opened on the 8th inst.

**W** The directors of the Southern Central Railroad Company in Auburn, New York, have resolved to issue \$150,000 first mortgage bonds, and complete the entire road at once from the Pennsylvania State line to Lake Ontario.

**W** The *Wheeling Intelligencer* says the "proposal of certain capitalists to put \$12,000,000 in the Chesapeake and Ohio Railroad, so as to complete and equip it, has been accepted, and work has been actively begun on the Western division, from Scarey Creek to Ceredo."

**W** Some two or three months ago the first railway in Greece between Athens and the Piraens, was opened for traffic. It runs from the port of Athens to the Greek capital only, and is about six miles long.

**W** Some of the corporators of the Perth Amboy and Elizabeth Port Railroad say that their charter is so formed that they can run their road to suit themselves, and wherever they please, and they therefore, think of running a spur to Rahway to connect with their main road. They propose to rush the building of their road right through.

**W** The Keystone Bridge Company, of Pittsburgh, have contracted to build the new wrought iron bridge on the Boston, Hartford and Erie road at Middletown, Conn. It will be 1,200 feet span, and will cost \$176,000.

**Special Agents of the Post Office Department.**

The Postmaster General authorizes the statement, for the information of railway companies, that under the recent reorganization of the special agents' service of the Post Office Department no commissions will be issued except to persons actually employed. The number will of course be limited; therefore all commissions signed by Postmaster General Creswell should be duly respected. All other commissions are inoperative and void.

**☞** The following gentlemen have been elected directors of the Tebo and Neosho Railroad for the ensuing year: Morgan A. Taylor, N. G. Elliott, J. R. Estell, Harvey Bunce, John L. O'Bryan, Cyrus Newkirk, A. C. Marvin J. R. Barrett, Wm. Jennings, Robert Allen, R. H. Melton, P. A. La Due, C. I. Robards, S. R. Gordon, W. A. Shannon.

**☞** The net profit of the Great Western Railway Company of Canada for the three months ending April 30, 1869, available for dividend (after deducting interest charges, loss by exchange, &c.,) is \$81,710 78, against \$79,191 45, in the corresponding period of 1868.

**☞** The directors of the New York Central Railroad Company have declared a dividend of four per cent. cash, on the stock and scrip, equal together to \$7 20 per share of the stock. A meeting of the stockholders is called for Wednesday, June 30.

**☞** Railroad fares in the East Indies amount to about 4.7 cents a mile. The rate for first class passengers from Calcutta to Delhi, a distance of 1,015 miles, is \$48, and for second class passengers \$24.

**☞** The management of the New York Central Railroad has established a new office, that of General Track Inspector and Roadmaster, and has appointed Mr. R. A. Augur, of Batavia to that place.

**☞** The branch railroad connecting Cooperstown with the Susquehanna road is nearly completed. It is expected that trains will commence running on the 1st of July.

**☞** The Cherry Valley Railroad is progressing finely. It is expected the cars will be running at least as far as Sharon Springs by the last of August.

**☞** A recent report on the German railways by the Vienna Board of Trade gives the information that there are 13,639 English miles open for public traffic.

**☞** The traffic receipts of the European and North American Railway for the month of May, 1869, were \$17,190 73; for the month of May, 1868, \$14,746 54—an increase of \$2,444 17.

**☞** The earnings of the Pacific Railroad of Missouri for the month of May, 1869, were \$263, 208 48, against \$256,562 92 in May, 1868—an increase of \$6,645 51.

**☞** On Thursday the new line *via* the Camden and Amboy Railroad and the Delaware Bay Railroad to Long Branch was formally opened.

**☞** Messrs. Willia, Phelps & Co., of Springfield, Mass., have contracted to construct and equip the Philadelphia and Washington Railroad from Buffalo, N. Y., to the Pennsylvania coal regions, 125 miles, for \$3,000,000. The work will be commenced next month.

**☞** Work is being pushed forward with great activity on the Lebanon Springs Railroad, in order to get it in readiness for the Summer passenger travel.

**TO RAILROAD CONTRACTORS.**  
**Memphis, El Paso and Pacific**  
**RAILROAD COMPANY.**

Office of the Chief Engineer,  
Memphis, El Paso and Pacific Railroad Company,  
66 Exchange Place,  
NEW YORK, June 8th, 1869.

**SEALED PROPOSALS** will be received at the above Office, until **September 1st, 1869**, when Contracts will be awarded, for the GRUBBING and CLEARING, GRADING, MASONRY, BRIDGING, BALLASTING, CROSS TIES and TRACKLAYING of the following portions of said Railroad:

FIRST—The last Fifteen miles on the First Division of One Hundred and Fifty Miles, between Jefferson and Paris, Texas, commencing Eight miles east and extending Seven miles west of the town of Clarksville, in Red River County.

SECOND—One Hundred and Fifty miles, embracing the Second Division, commencing at Paris and extending westward, to Palo Pinto County.

Specifications, Profiles, Maps and Plans can be examined after the **FIFTEENTH OF AUGUST, 1869**, at the ENGINEER'S OFFICE, in NEW YORK or JEFFERSON.

Proposals must conform to the specification which will be furnished upon application at either of the above places after August 1st, 1869.

Evidence of ability to complete contracts will be required and a percentage retained of estimates until each section of five miles is finished.

*Work upon the First Division must be completed by March 1st, 1870.*

*The Second Division must be finished by October 1st, 1870.*

Every facility will be furnished those wishing to inspect the ground on the line of the road, by application in person at the Engineer's Office in Jefferson.

**J. M. DANIEL, Engineer in Chief,**  
**Memphis, El Paso and Pacific R. R. Comp'y.**

**ROME, WATERTOWN AND OGDENSBURG RAILROAD.**—Vice President's Office, No. 12 College Place, New York, June 12th, 1869—This Company will pay a semi-annual dividend of FIVE (5) per cent., free, on and after the 15th July, to stockholders of record at this date. Transfer books will remain closed from date till the 1st July. Stock registered in New York will be paid at the Mercantile Bank for 60 days. All other Watertown.

3:25

J. A. LAWYER, Treasurer.

**FOR SALE OR HIRE.**  
4 SECOND HAND PASSENGER CARS, 4 feet 8 $\frac{1}{2}$  inch gauge. Two seat 60; two 48 persons.

**JACKSON & SHARP,**  
**Delaware Car Works,**  
4:25 **Wilmington, Del.**

**To Contractors.**

**SEALED PROPOSALS** will be received by the undersigned until **THURSDAY, July 1st**, at the office of the **ELIZABETH AND PADUCAH RAILROAD COMPANY**, in Elizabeth, Hardin county, Kentucky, for the GRADUATION, TRESTLING, BRIDGE and CULVERT MASONRY, including 5,000 cubic yards of Bridge Masonry at Green river, on 40 miles of said railroad, between the 52d section and the town of Greenville, in Muhlenburg county. The work can be reached by steamboat from the Ohio river, to South Carrollton and Rockport, on Green river, or by rail to Bowling Green, and from thence by steamboat to Rockport. Specifications and profiles of the work can be seen at the Company's office in Elizabeth town on and after June 15th.

GEORGE MACLEOD,  
Chief Engineer.  
Elizabethtown, Ky., May 29, 1869.

**EDWARD J. ETTING,**  
105 Walnut St., Philadelphia,  
MANUFACTURERS' AGENT FOR THE SALE OF  
AMERICAN AND FOREIGN

**RAILROAD IRON**

Of every Size, Weight and Pattern,

For Steam and Street Roads.

**ROLLING STOCK & SUPPLIES.**

Old Rails Re-Rolled & Exchanged for New.

Special attention paid to the Purchase and Sale of Old Railroad and Scrap Iron.

**CONSIGNMENTS SOLICITED.**

**FOR SALE.**

**THE JERSEY CITY LOCOMOTIVE WORKS CO**—in order to close their concern—offer for sale all the Machinery, Tools and Engineering Plant, situated at their Works, corner of Morgan and Steuben Streets, Jersey City.

The machinery was procured from the best Manufacturers and is in perfect order. A descriptive Catalogue, with price list, will be forwarded upon application to the Company's Agent,

**WM. S. AUCHINCLOSS,**  
Jersey City, N. J.

**WILLIAMS, PAGE & CO.'S**  
**PASSENGER CAR LAMPS**

FOR KEROSENE OR COAL OILS.

Centre Lamps for High Roof Cars.

**SIDE LAMPS AND SALOON LAMPS.**

**THESE LAMPS**, now in use on a large number of Railroads are very neat and ornamental, and being enclosed in a Brass Case which is firmly secured to the car, entirely avoid the dripping of oil on Passengers and Car Cushions.

The Light is very strong and brilliant, lighting up the Cars so as to give them that bright and cheerful appearance so much desired by roads for the pleasure and comfort of their Passengers. These Lamps are strong and durable, and are as easily taken care of as any in use. A full sized drawing sent when requested.

The Saloon and Water Closet Lamp is the same form as the Side Lamp, but about half the size.

Manufactured and for sale by

**WILLIAMS, PAGE & CO.,**  
91 Water St., Boston, Mass.

**HARRISBURG**

**Car Manufacturing Co.,**

HARRISBURG, PENNSYLVANIA,

MANUFACTURE

Passenger, Mail, Baggage, Box, Gondola, Coal, and all other kinds of

**RAILROAD CARS,**

RAILROAD CAR WHEELS AND CASTINGS,  
BRIDGE AND ROLLING MILL CASTINGS,  
BRIDGE RODS, BOLTS,

AND

**RAILROAD FORGINGS.**

W. T. HILDRUP, Superintendent.  
WILLIAM CALDER, President.

**Robert Merrill & Sons,**

MANUFACTURERS OF

**Ship's Compasses,**

BINNACLES, LOGS, &c.:

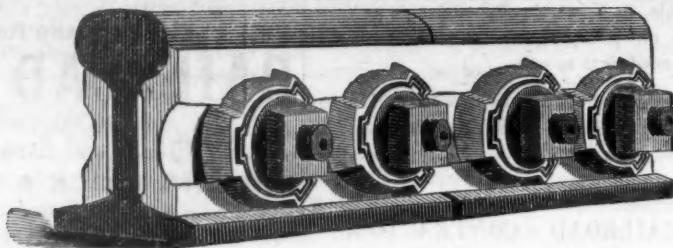
Surveyor's & Engineer's Instruments,

MARINE, OPERA & FIELD GLASSES,

Sextants, Quadrants and Spy Glasses,

141 Water-St., N. Y.

# PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,  
IRON AND STEEL MANUFACTURERS,  
No. 939 North Delaware Avenue, Philadelphia, Penn.  
COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make a PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

## Sale of Rolling Stock by the United States.

SEALED PROPOSALS will be received by the undersigned, at the office of Messrs. Bristow & Wharton, No. 154 Fourth street, Louisville, Ky., until 12 o'clock, noon, June 20th, 1869, for two Locomotive Engines, nine Box and one Stock Car.

### DESCRIPTION OF THE PROPERTY.

No. of Engine.	Builder.	Diam. of Cylinder.	Length of Stroke.	Diam. of Driv. Wl.	Length of Flues.	Diam. of Flues.	Dim's Fire Box.			Motion.	Weight.	Gauge.	When Built.
		Inch	Inch	Ft. In.	Ft. In.	Inch.	Inch.	Breadth	Length				
15	Moore & Richardson...	16	22	4 9	11 00	2	53	36	50	Link.	26	5	1859
152	M. W. Baldwin & Co....	16	24	5 0	10 11	2	60	34½	67	"	30	5	1864

The Engines and Cars are in running order, but need repairs. The above property is now on the New Orleans and Ohio Railroad, and can be seen and examined by application to the Officers of that Road, at Paducah, Ky. Proposals may be in detail, or in the aggregate. The United States reserves the right to reject any or all propositions. Terms Cash.

J. B. VAN DYNE,  
Receiver for U. S.

## WOOD, LIGHT & CO., MANUFACTURERS OF ENGINE LATHES,

From 15 to 100 in. Swing, and from 6 to 30 feet long.

### PLANERS,

To Plane from 4 to 30 feet long, and from 24 to 60 in. wide. Nasmyths' Steam Hammers, Gun Machinery, Mill Work, Shafting and Hangers, Patent Self-Oiling Box.

Warehouse: 107 Liberty Street, New York City. Manufactory, Junction Shop, Worcester, Mass.

THE OFFICE OF  
THE MEMPHIS, EL PASO AND PACIFIC  
RAILROAD COMPANY  
IS PROVISIONALLY LOCATED AT  
5421 22 BROAD STREET.

## STEEL & IRON RAILS, American, English & German, FROM WORKS, YARD OR EUROPEAN SHIPPING PORT,

For sale by

HEYERDAHL, SCHONBERG & CO.,  
22 William Street New York.

## EAST RIVER SCREW BOLT WORKS.

RYLANCE & CASKELL,  
Manufacturers of Screw Bolts,  
No. 433 EAST 25th ST., N. Y.

Jonathan T. Hobby,  
MATHEMATICAL Instrument Maker, Greenwich  
Street, Hempstead, Long Island, N. Y.

## PACIFIC MAIL

Steamship Company's  
THROUGH LINE TO  
California and China.

Through rates, New York to San Francisco:

First Cabin.	Inside.	Second Cabin.	Steerage.
\$275	\$225	\$150	\$75.

### CHANGE OF SAILING DAYS.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

On 1st, 11th and 21st,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

June 21, HENRY CHAUNCEY, CAPT. CONNER, connecting with MONTANA, CAPT. FARNSWORTH.

Steamer leaving June 11, connects closely with steamer GREAT REPUBLIC, leaving San Francisco July 3, for China and Japan.

NOTICE TO SHIPPERS—Freight for steamer HENRY CHAUNCEY received until 4 P.M. on SATURDAY, June 19. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street.

F. R. BABY, Agent.

## A. WHITNEY & SONS CAR WHEEL WORKS,

Callowhill and Sixteenth Sts.,

PHILADELPHIA, PENN.,  
FURNISH CHILLED WHEELS for Cars, Trucks, and  
Tenders. CHILLED DRIVING WHEELS and  
TIRES for Locomotives. ROLLED and HAMMERED  
AXLES.

WHEELS and AXLES FITTED COMPLETE.

## BIGELOW & JOHNSTON, BROKERS.

New and Old Rails,  
Fish Bars, Bolts and Nuts,  
Chairs and Spikes,  
Car Wheels and Axles,  
Steel and Iron Tyre,  
Pig, Bar and Scrap Iron, Etc., Etc.

### 48 Pine-St.,

EDWARD P. BIGELOW, } JAMES JOHNSTON. } NEW YORK.

## WHIPPLE'S PATENT CAR SEAT.

The undersigned respectfully notify managers of railroads and others, that they will promptly prosecute all infringements of the above patent.

Having been informed that one Carr has been manufacturing this seat, and that he is offering it for sale to railroad companies, we hereby notify them that said Carr has no authority from us to manufacture or sell these seats, and all purchasers from him or any person, not an authorized agent of this Company will be prosecuted to the full extent of the law.

## WHIPPLE MANUFACTURING CO.

Per E. Trowbridge, Treas.

DETROIT, May 23d, 1869.

## ODDIE & CO.,

## Stock, Bond & Gold Brokers,

6 and 7 Jauncey Court,

43 Wall street,

NEW YORK.

ORVILLE ODDIE, JOHN W. ODDIE,  
(Late Oddie, St. George & Co.)

**Holden, Hopkins & Stokes,**  
104 & 106 JOHN ST., NEW YORK,  
Importers and Dealers in

**IRON AND STEEL,**  
Also Agents for

**Oxford Iron Company, Oxford,**  
CUT NAILS AND SPIKES,  
AND RAILROAD SPIKES.

Agents "New Haven Car Company."

**HAMILTON SQUARE  
RUBBER WORKS.**

**C. V. MEAD & Co.,**  
Manufacturers of Superior Quality

**INDIA RUBBER  
CAR SPRINGS,**  
BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1863.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 15,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J. (C. V. Mead & Co.), and have found them equal to, if not superior to, any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,  
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton N. J.

C. V. MEAD.

R. L. HUTCHINSON.

R. S. MANNING.

G. W. MORTON.

**VOSE, DINSMORE & CO.,**

National Spring Works,

Manufacturers of

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# Scott's Wrought Iron-Clamp Truss Joint FOR RAILROAD RAILS.

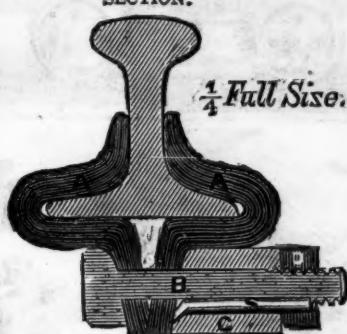
LENGTH 9 TO 12 INCHES,  
WEIGHT 20 TO 30 LBS.

Has been tested to 24,000 lbs., between 24 inch bearings, (a 40 ton engine will not test it more than 10,000 lbs.) it is a TRUSS, supporting fully the ends of rails while suspended itself. This principle gives it a power that no chair has. Forty per cent. of rails now destroyed, will be saved by its use.

It is SIMPLE, can be put on broken or sound rails at once; will not stir from its position, and requires no renewal.

THICKNESS  $\frac{1}{8}$  OF AN INCH.  
COST FROM \$1.30 TO \$1.50.

VIEW.



VIEW AND SECTION show position in place. A.—Is CLAMP-TRUSS. B.—Are two  $\frac{3}{4}$  inch Bolts. C.—An Iron Collar, (a prepared wood block can be used in its place if parties prefer it.) D.—Is the Nut. S.—The LOCK of the NUT, which prevents its jarring loose.

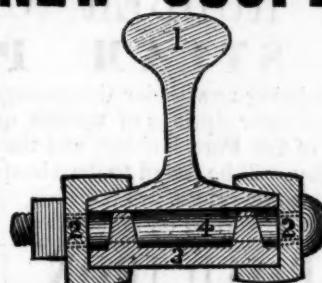
The patentee is prepared to fill orders sufficient for four miles of track per day.

Provision has been made to prevent sliding of the rails.

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Cross Section of Rail Joint.



Side Clamps 14 in. long, showing Rail Stop.

Bottom Ribbed Plate, 14 in. in length.

The above diagrams show the general design of this new **Suspension Rail Joint**, which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross section of the finished joint, showing the rail (1) resting upon the ribs of the bottom plate (3), with the flanges of the rail and the bottom plate embraced by the side clamps (2), and held firmly in place by bolts (4). In screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

Several careful tests have proved that the deflection of two pieces of rail thus fastened at their joints and subjected to a transverse strain between supports five feet two inches apart, was but a trifle more than that of the same rail uncut, tested in the same way. The value of the joint in this respect was 85 per cent. of that of the solid rail, while the best fish joints, similarly tried, gave less than 50 per cent.

No holes are required to be punched through the neck of the rail, nor slots in the flanges, only a quarter circle notch of about half an inch radius is necessary to be cut out of the corner of one of the flanges of the rail to fit the "stop" shown in the upper right hand cut. This is a very important consideration, as holes punched or drilled in the neck are apt to split the rail longitudinally, and in Steel Rails particularly, is the principal cause of breakage.

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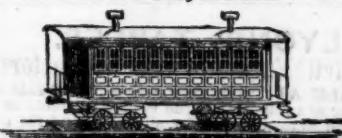
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6. " 15 " " 1 to 1.	18. " " 26 " " 12 to
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10. " 15 " " 1 to 23.	22. " " 32 " " 12 to
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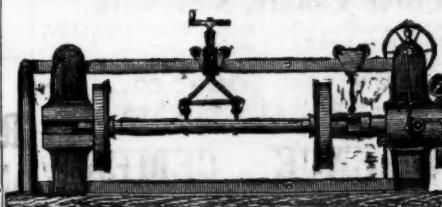
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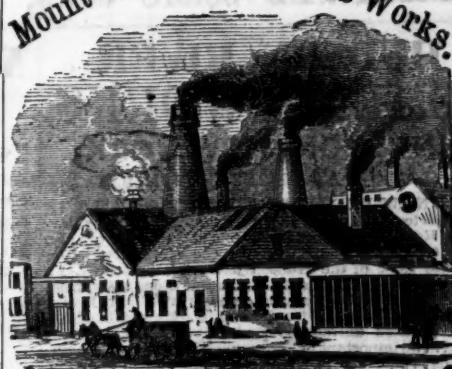
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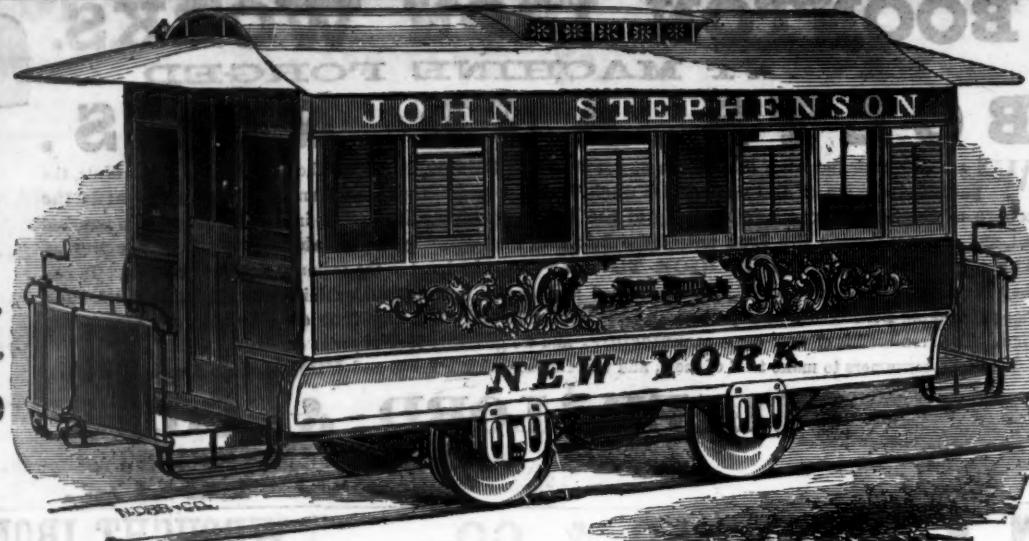
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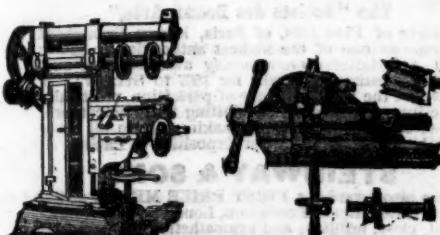
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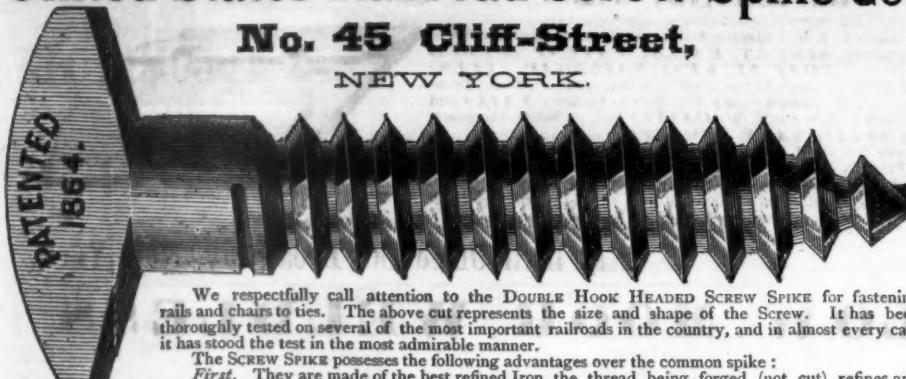
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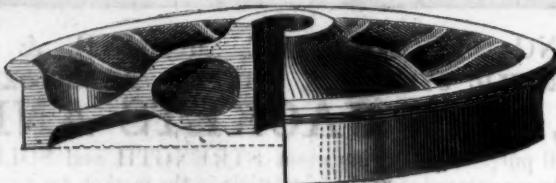
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